

Figure 1A

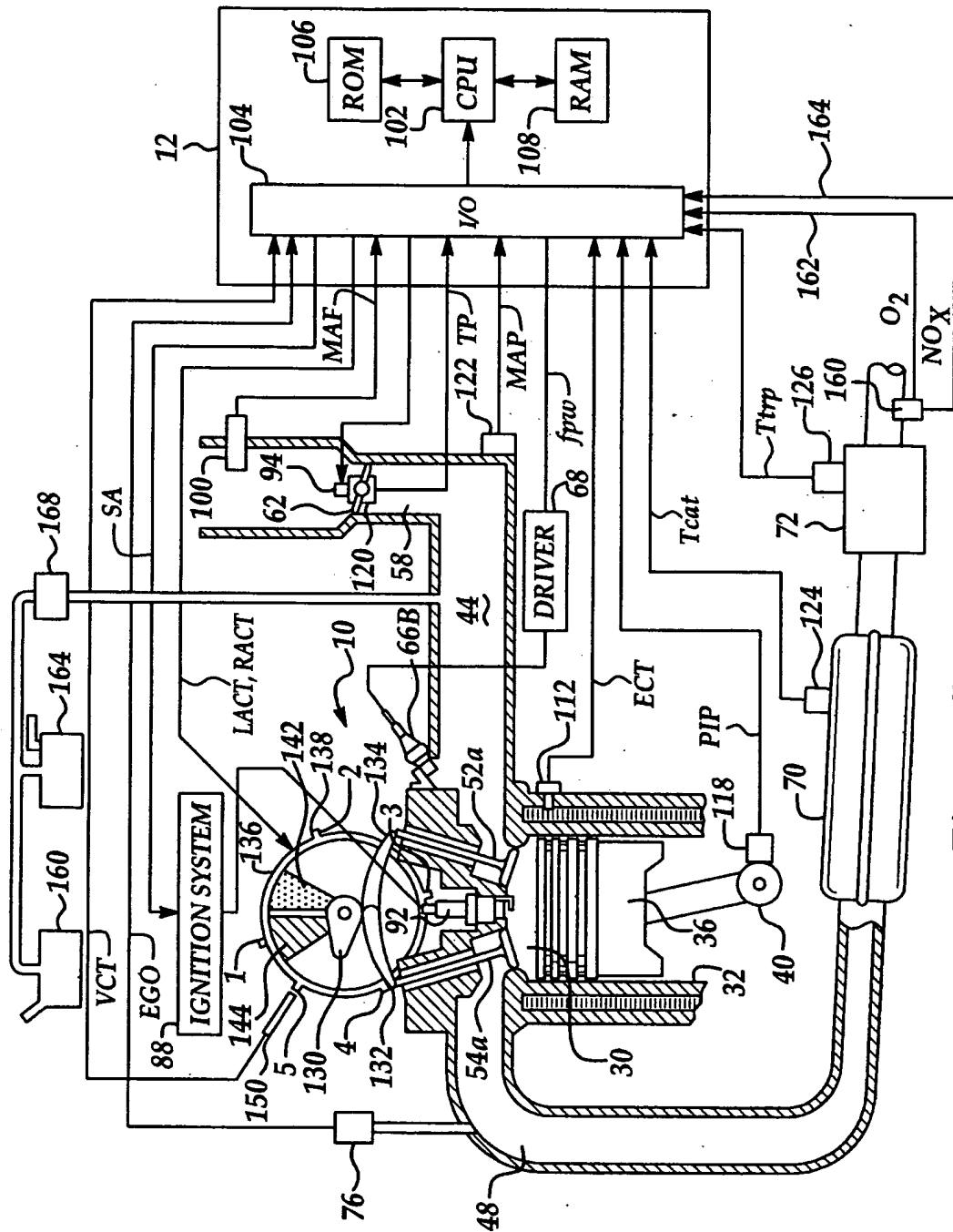


Figure 1B

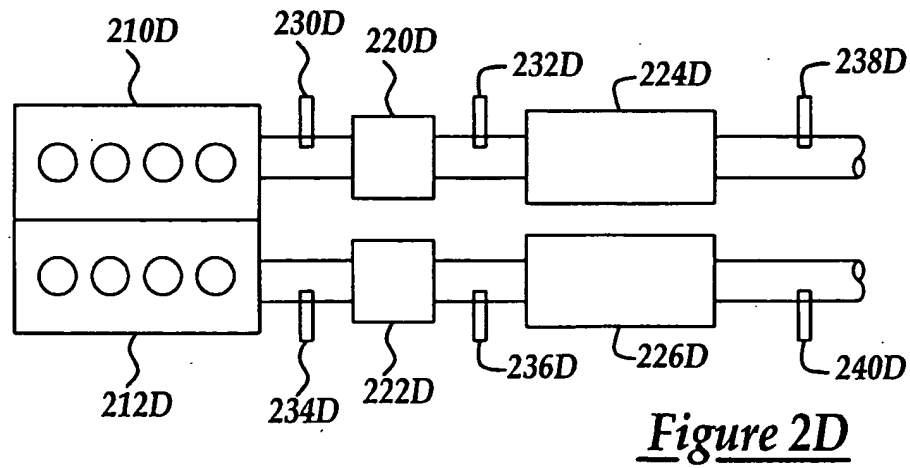
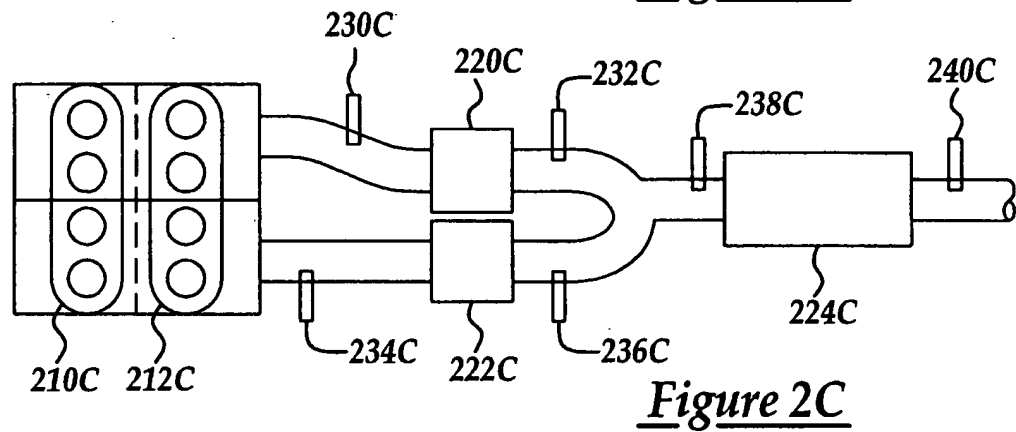
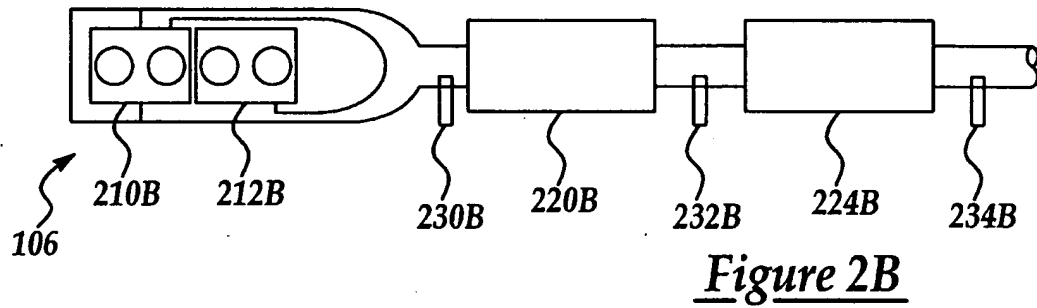
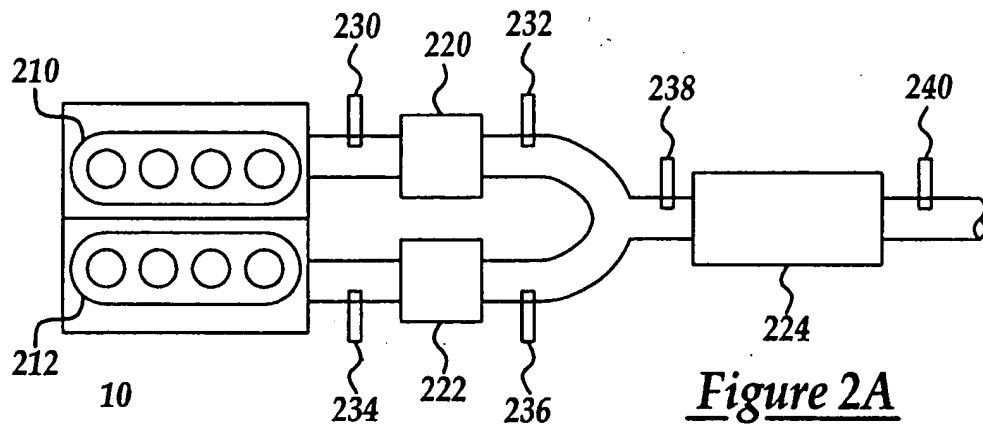
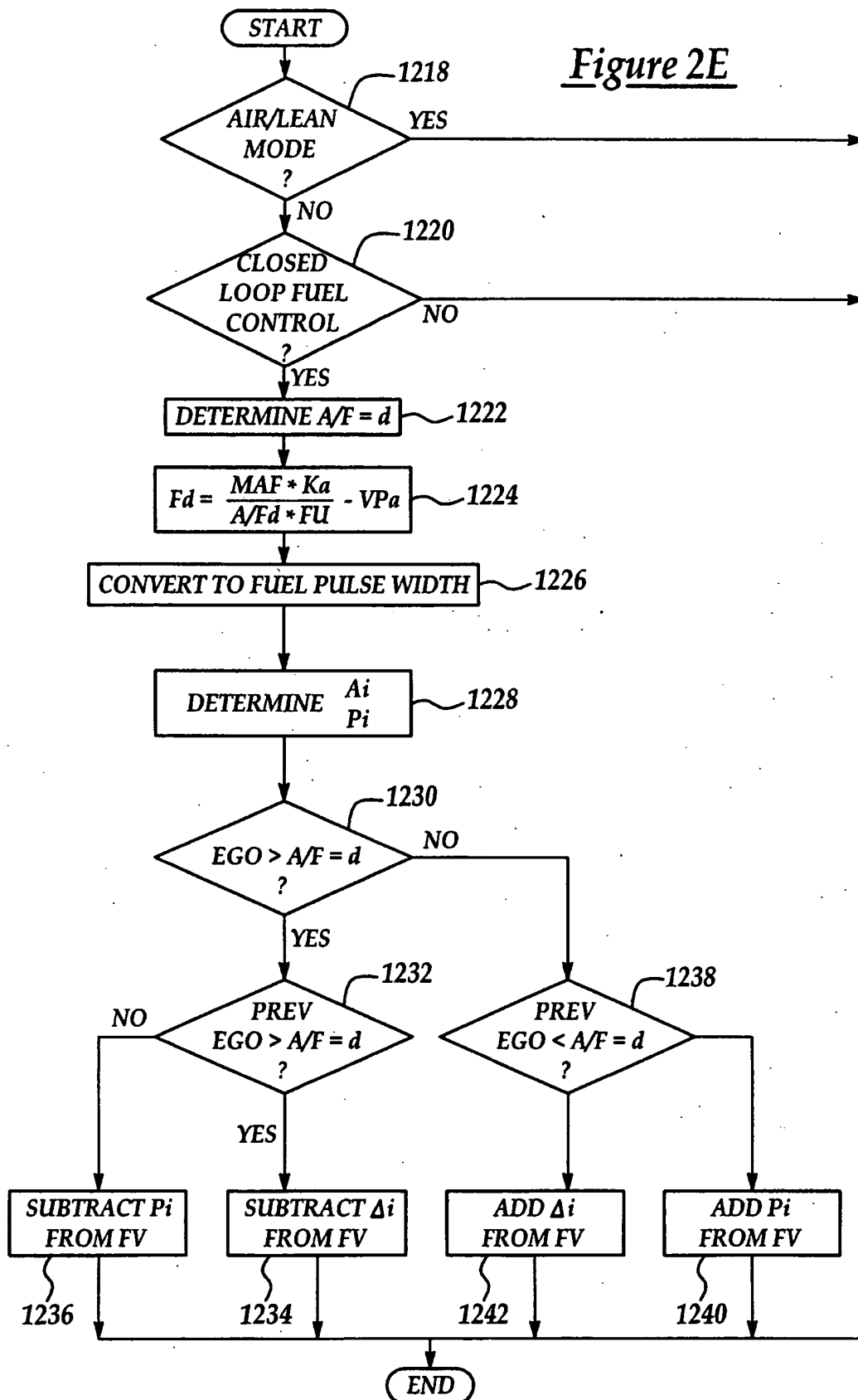
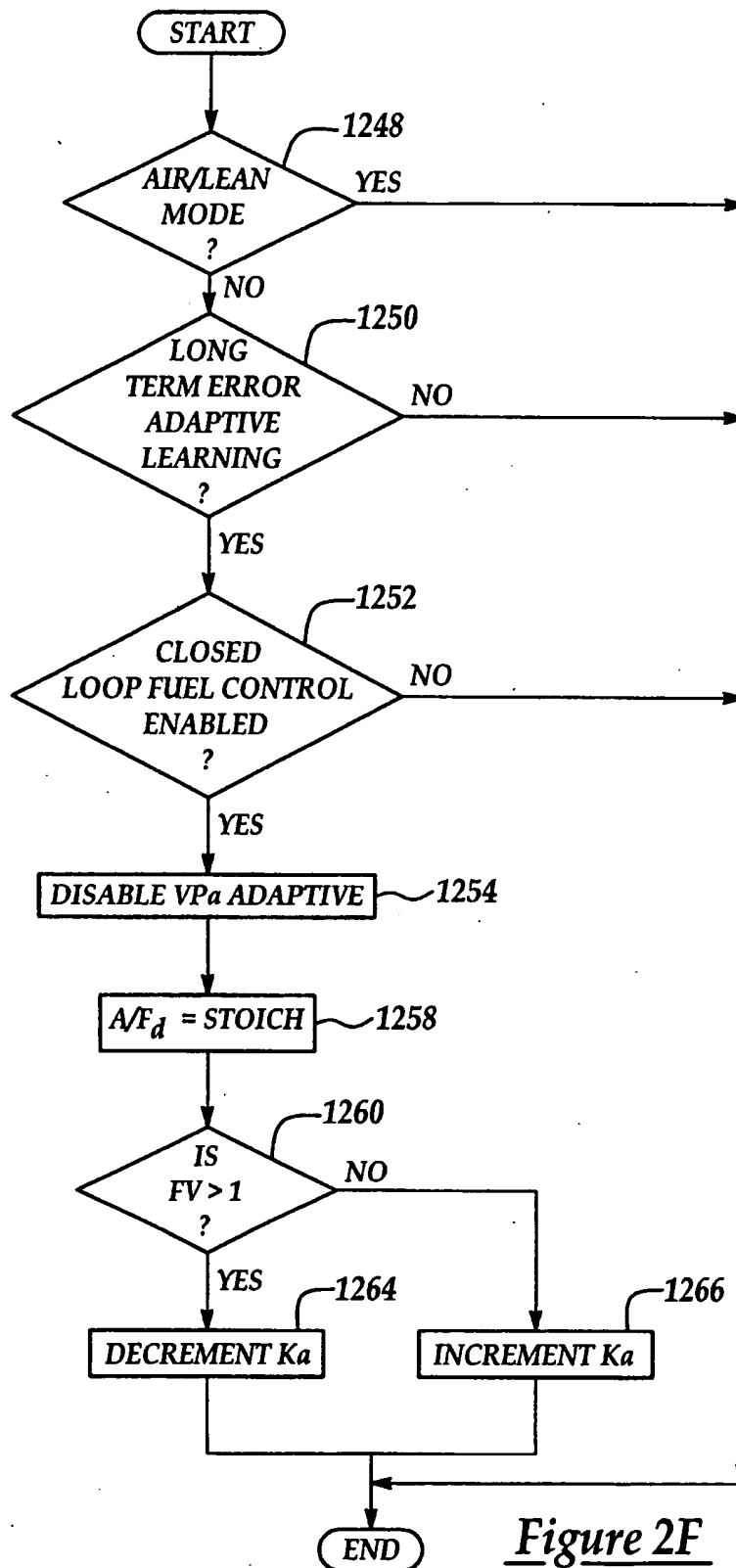
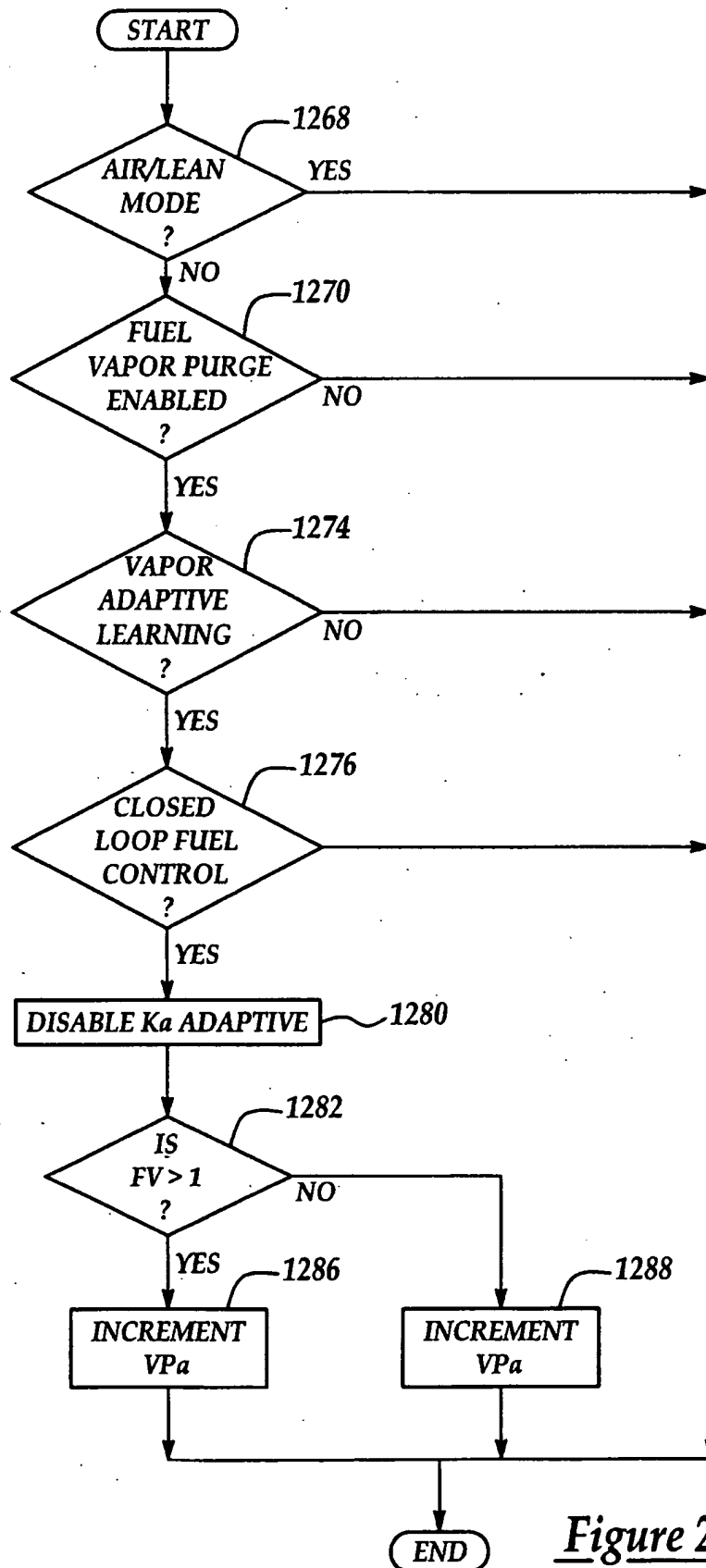


Figure 2E

Figure 2F

*Figure 2G*

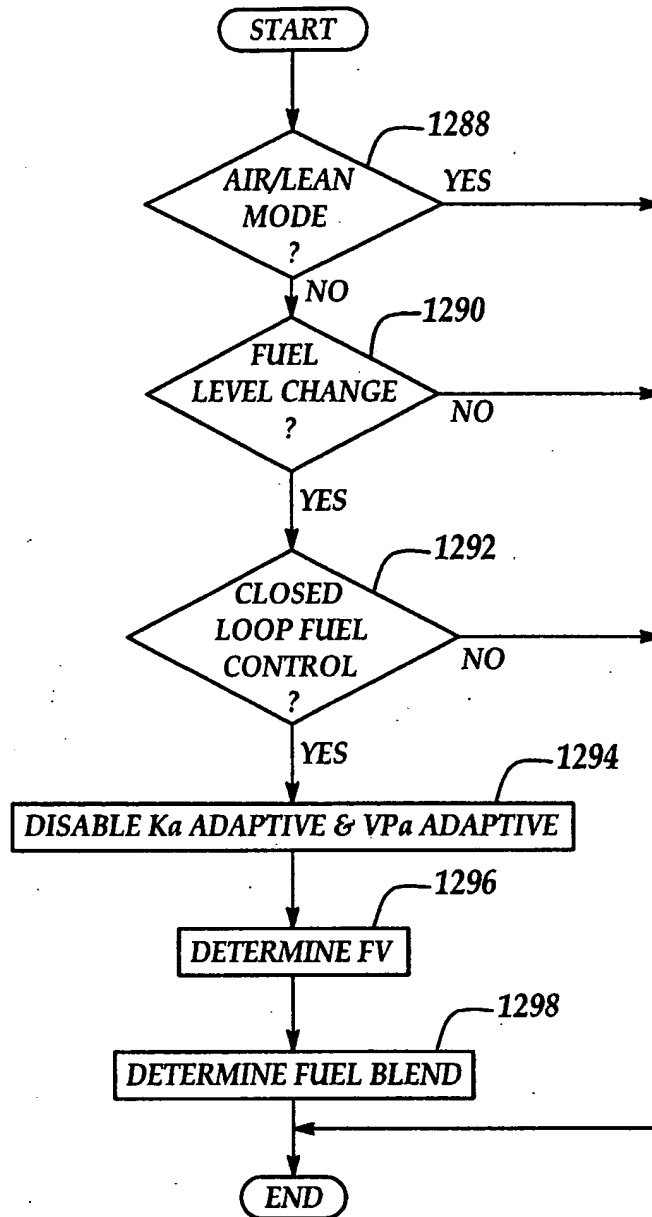
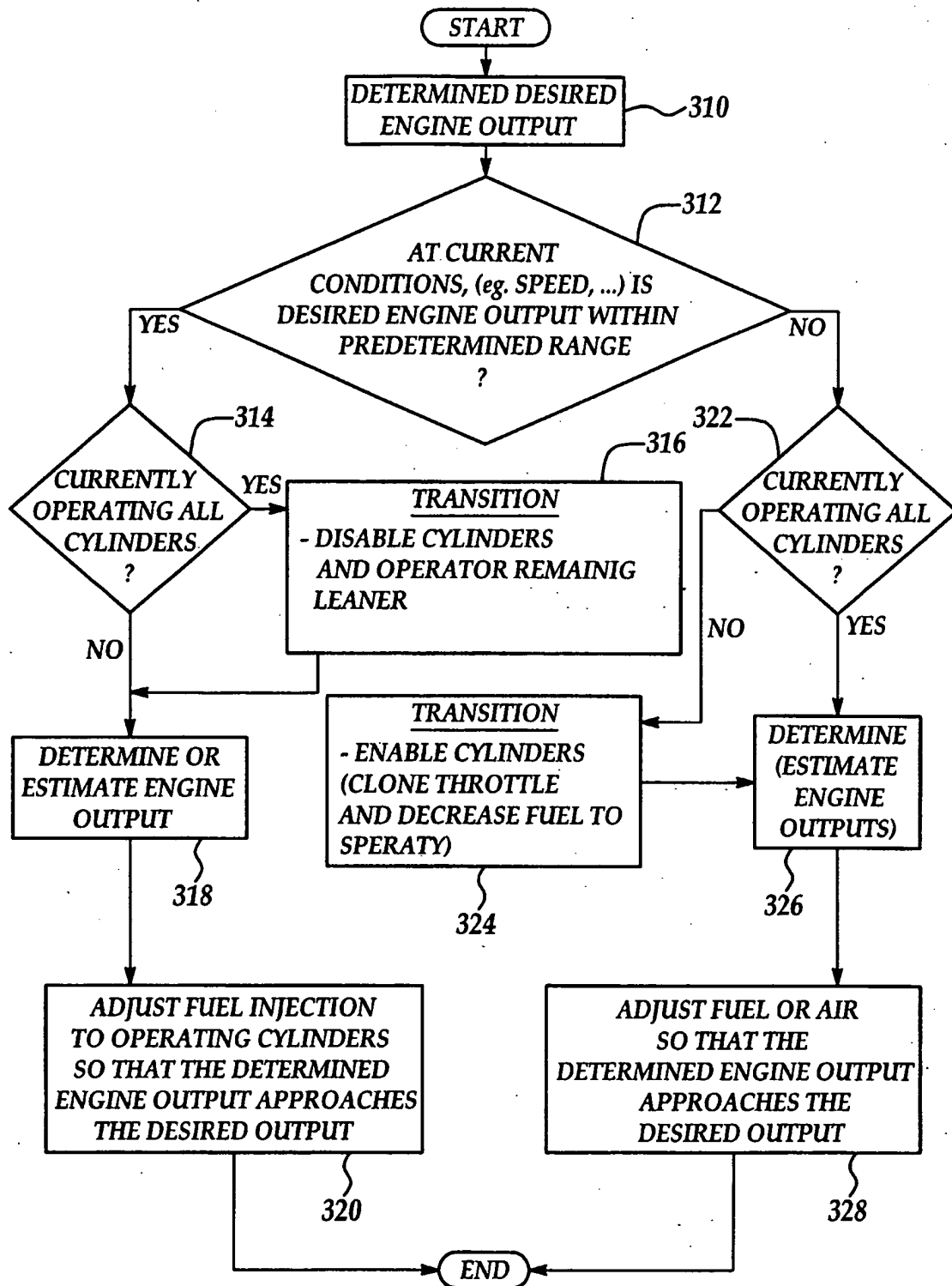


Figure 2H

Figure 3A



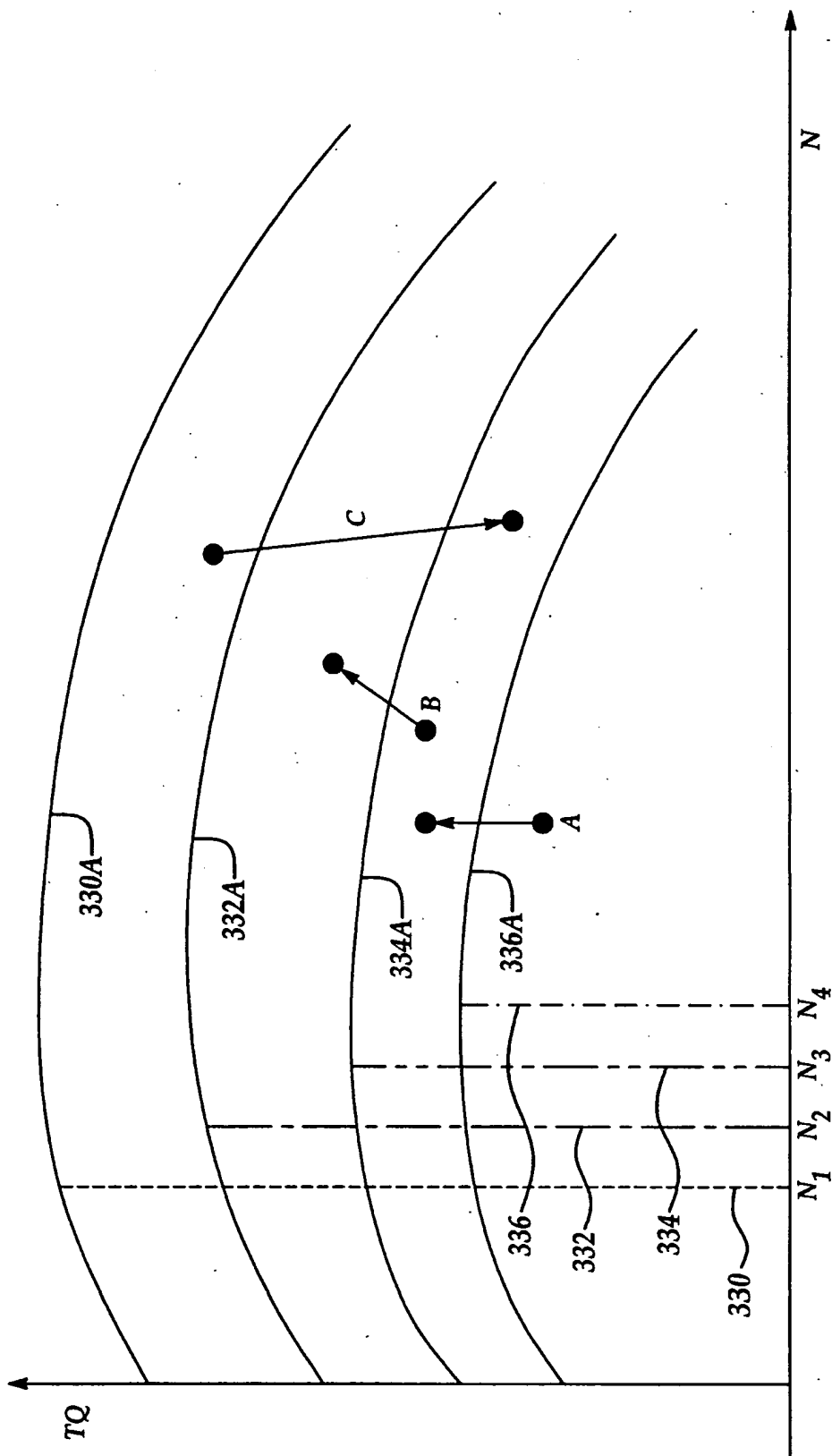


Figure 3B

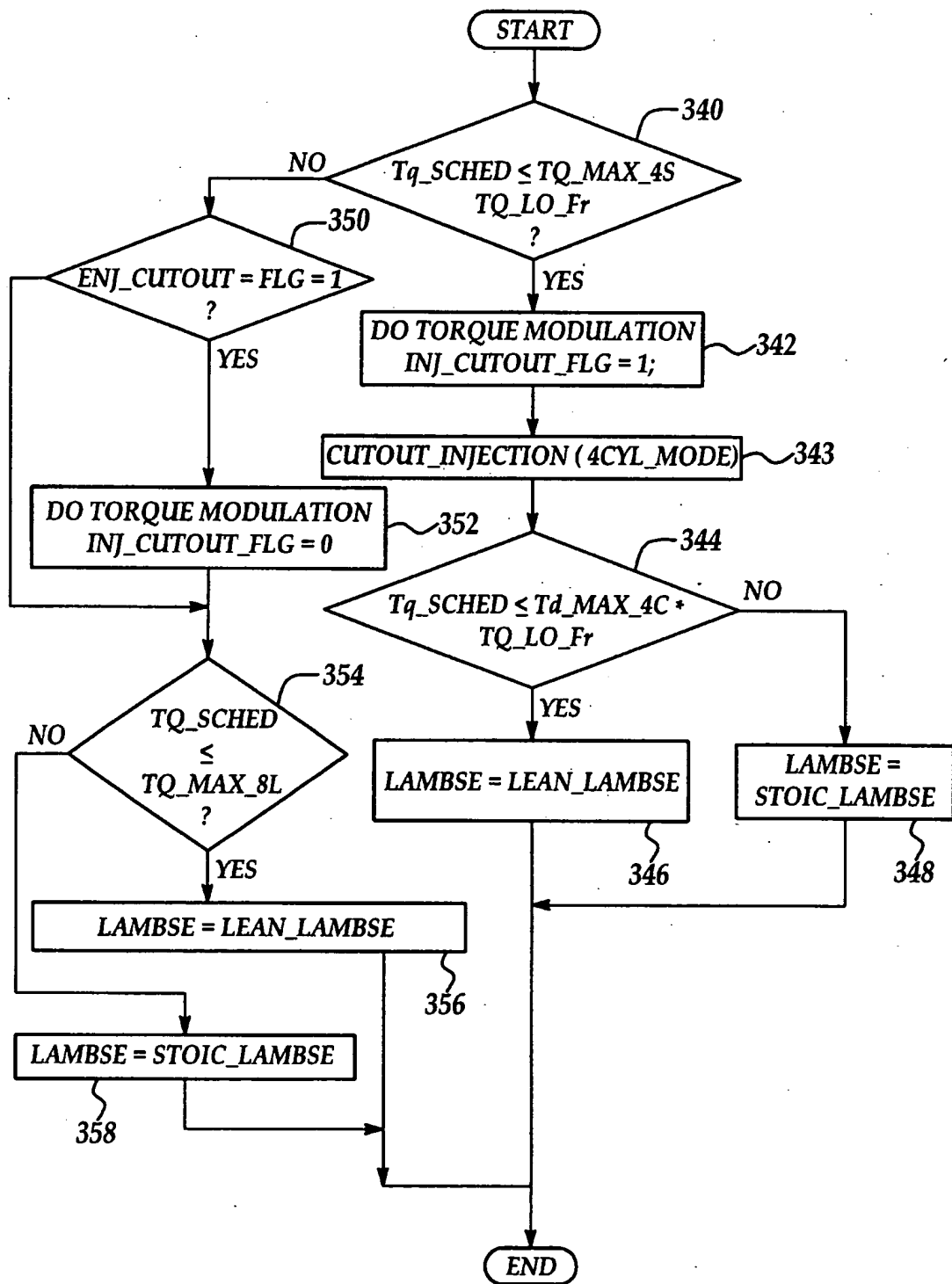
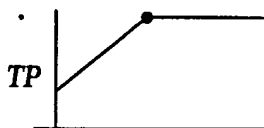
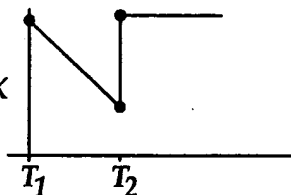
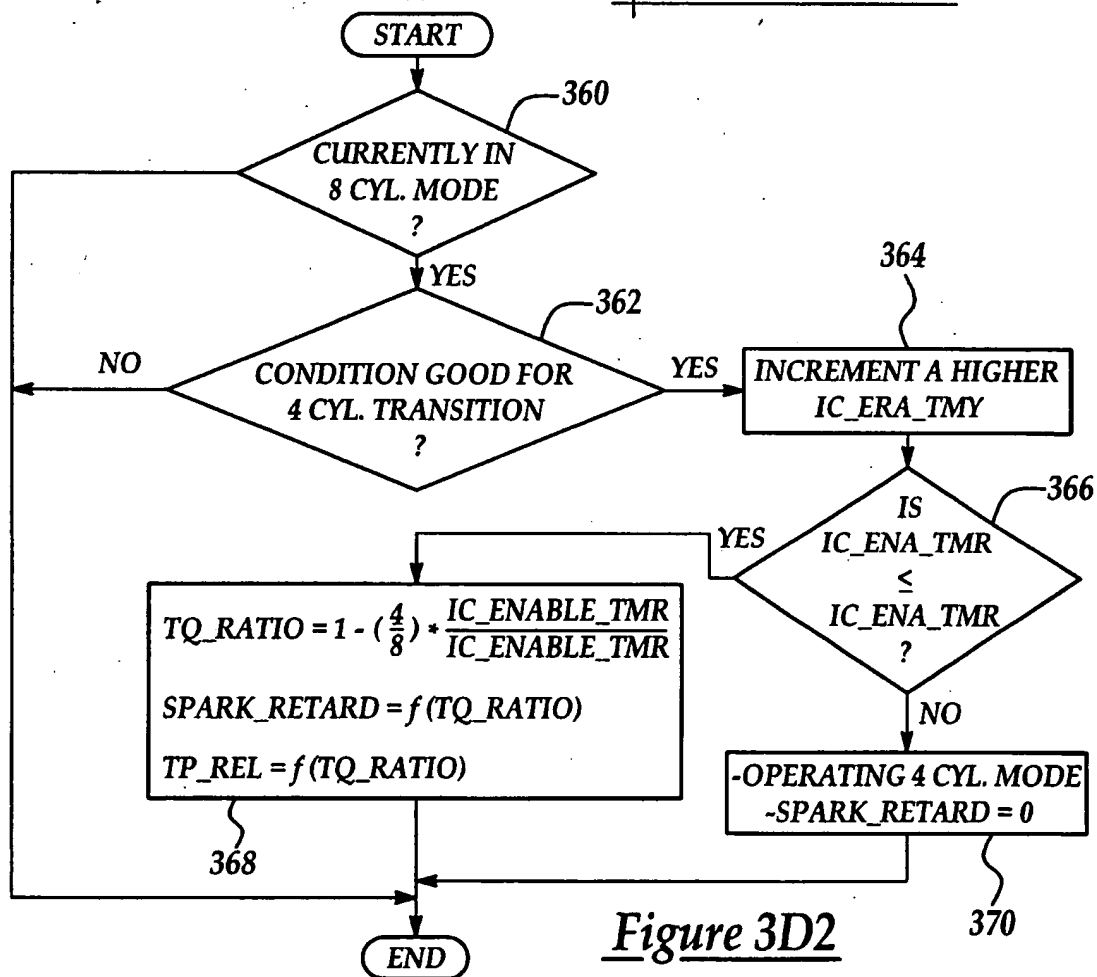
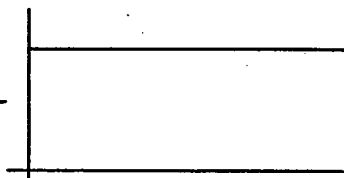
Figure 3C

Figure 3D(1)A

8 = 4 CYL. TRANSITION

Figure 3D(1)BFigure 3D(1)C

SPARK

Figure 3D(1)D $\tau$ 

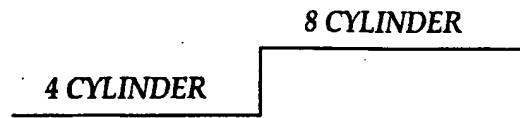


Figure 3D(3)A

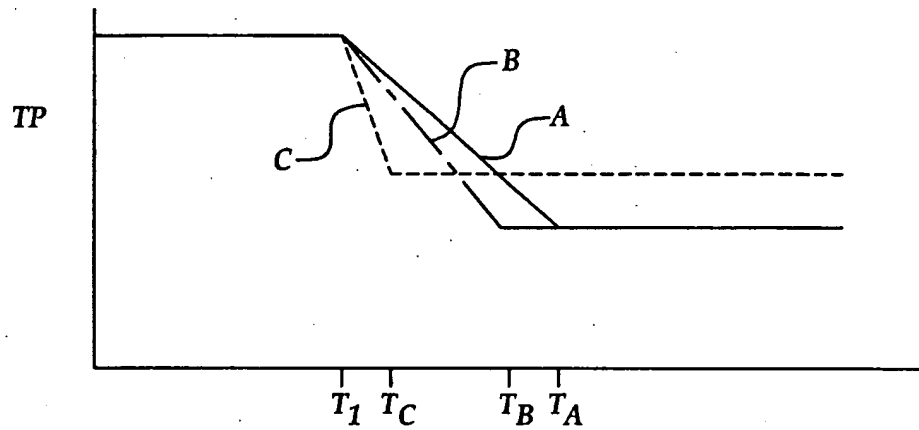


Figure 3D(3)B

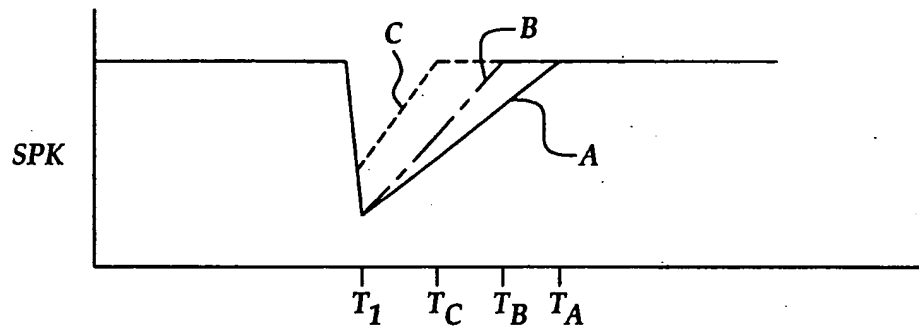


Figure 3D(3)C

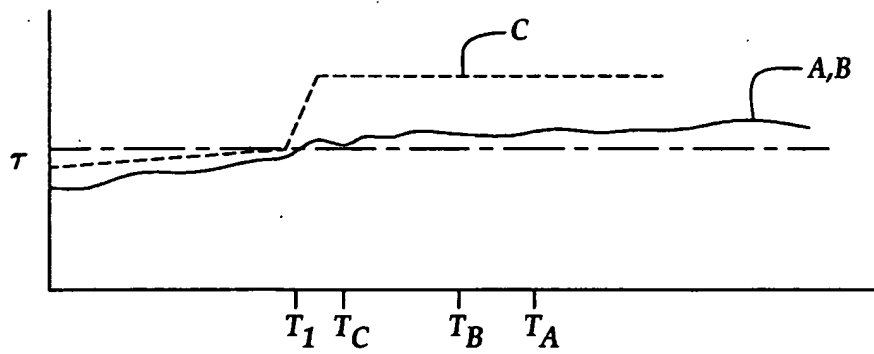


Figure 3D(3)D

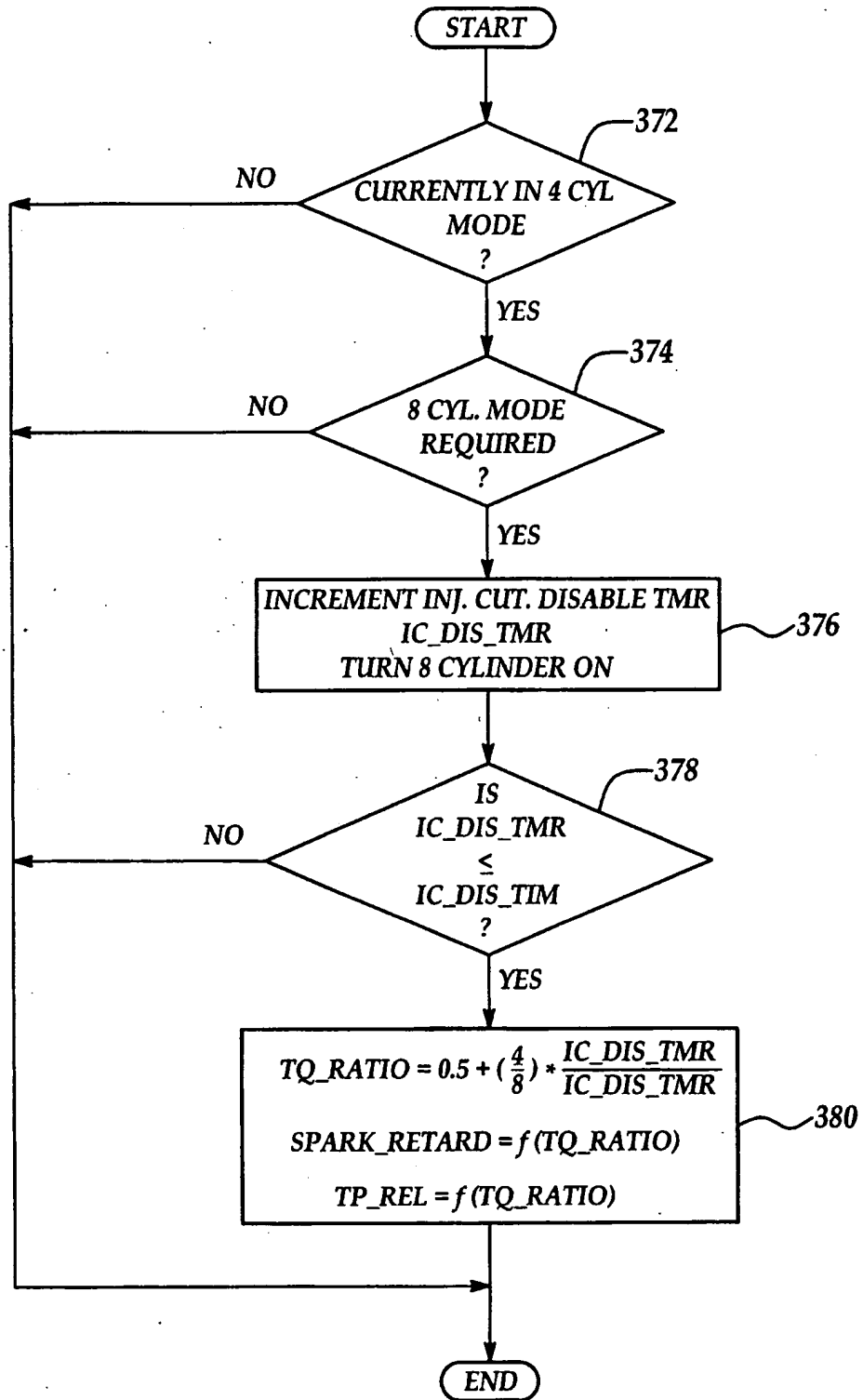


Figure 3E

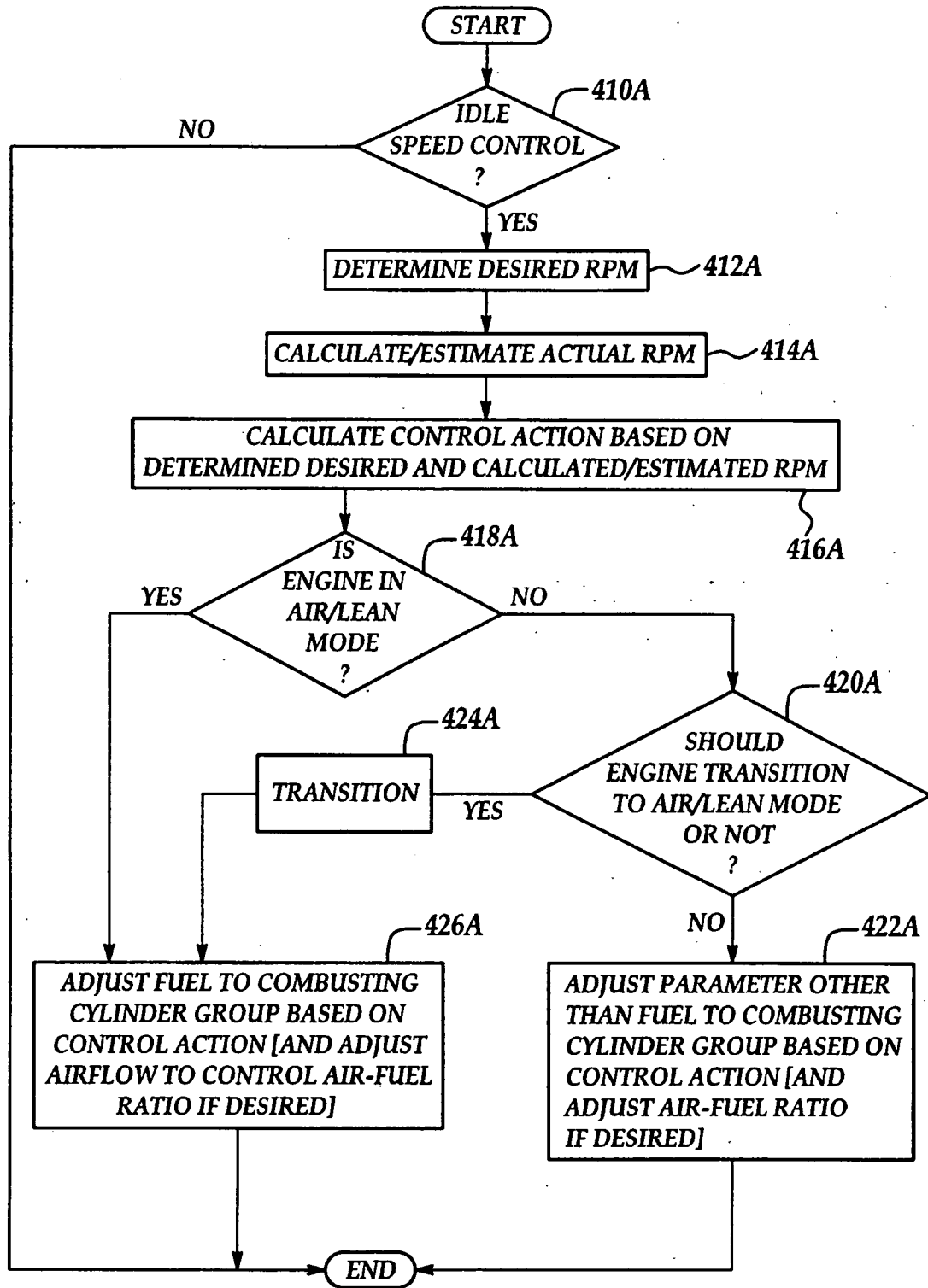


Figure 4A

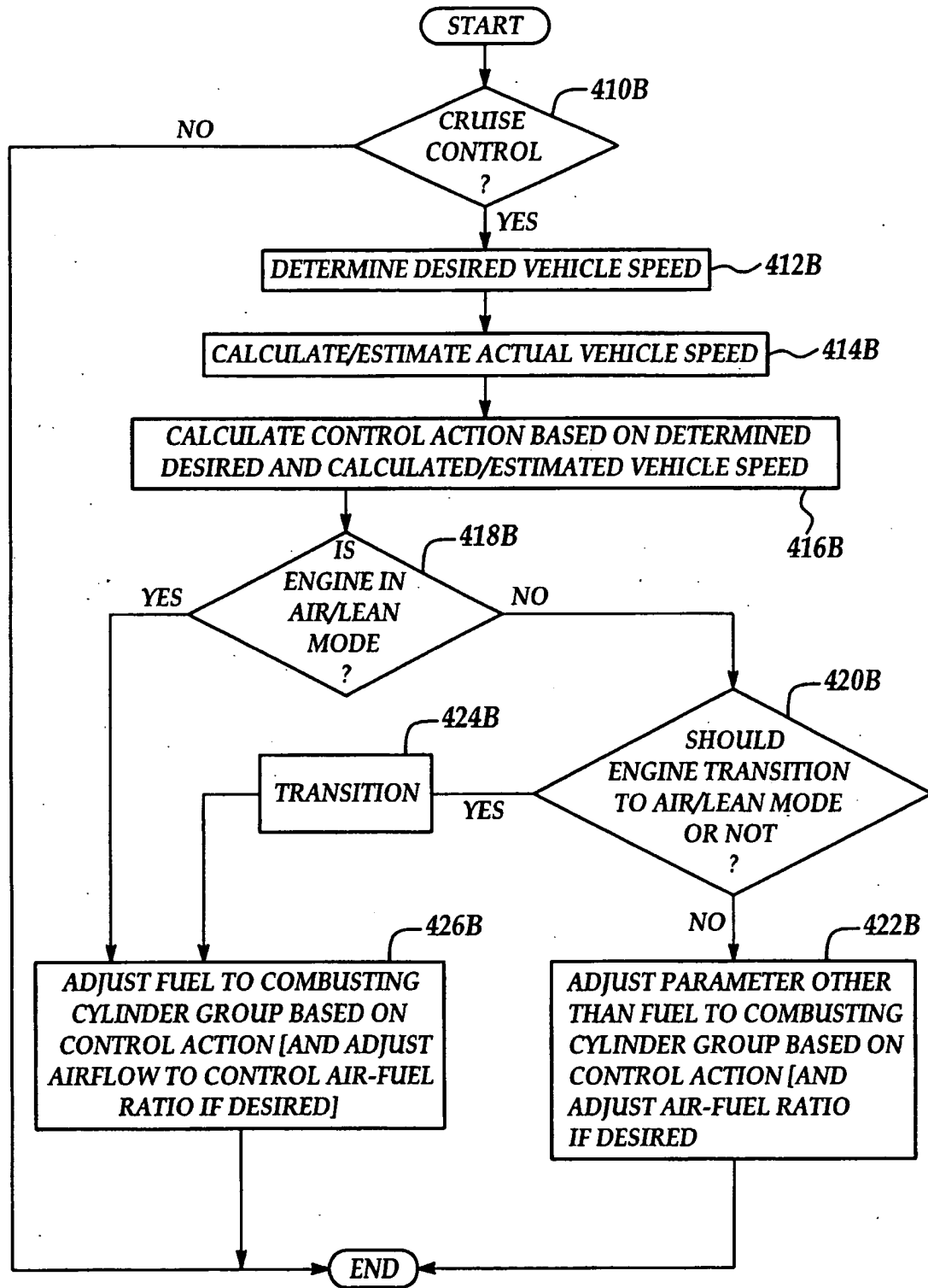


Figure 4B

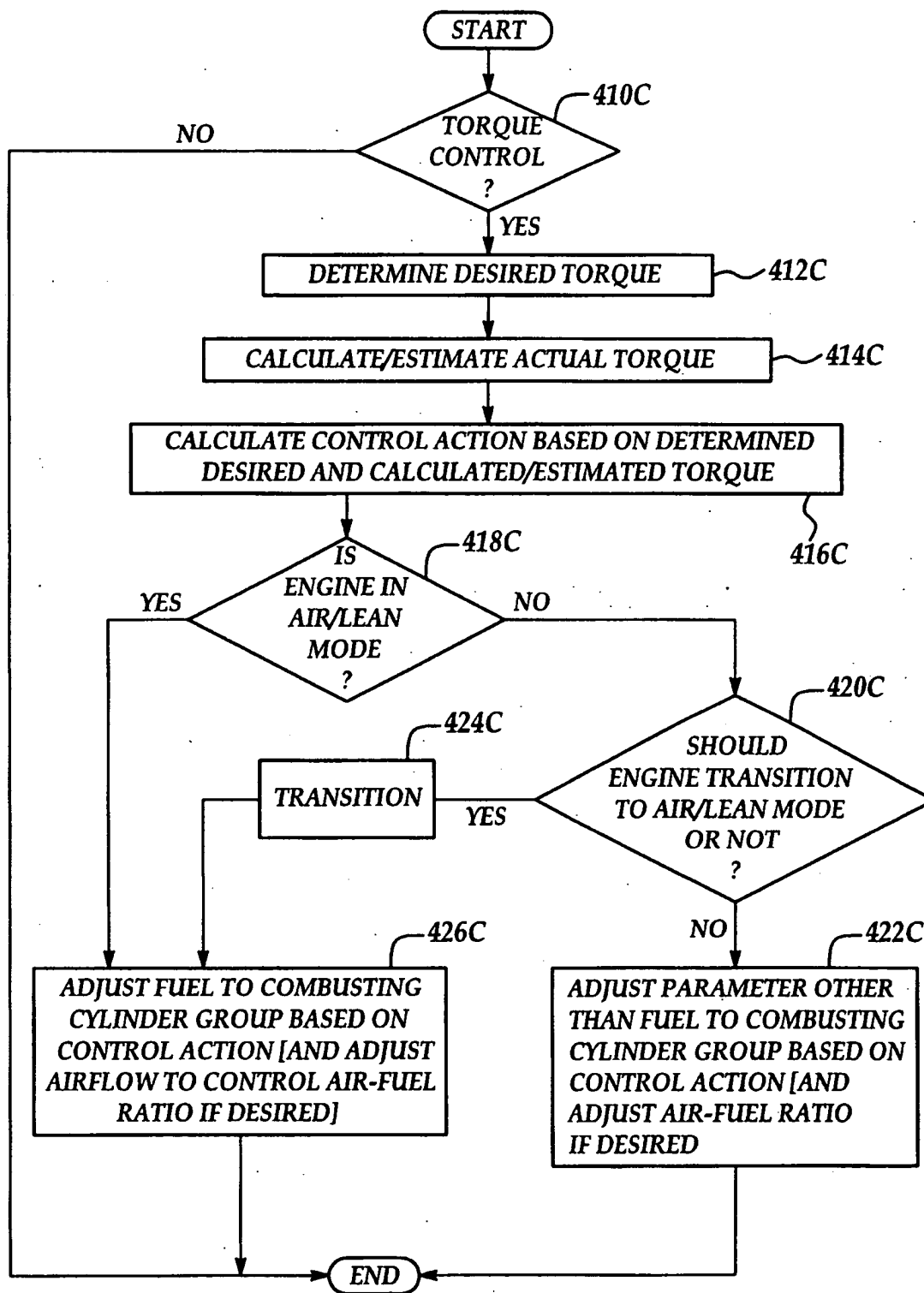


Figure 4C



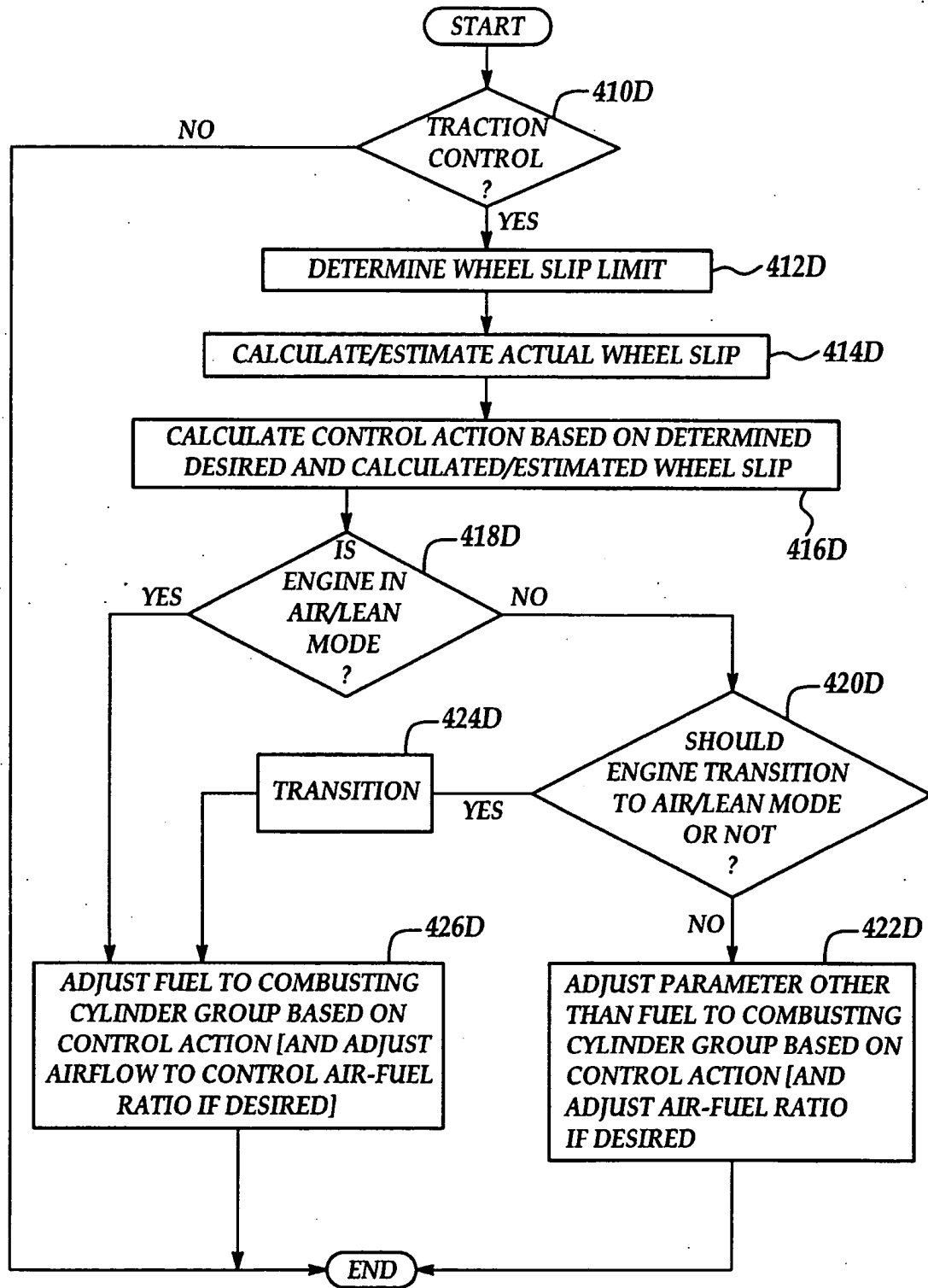
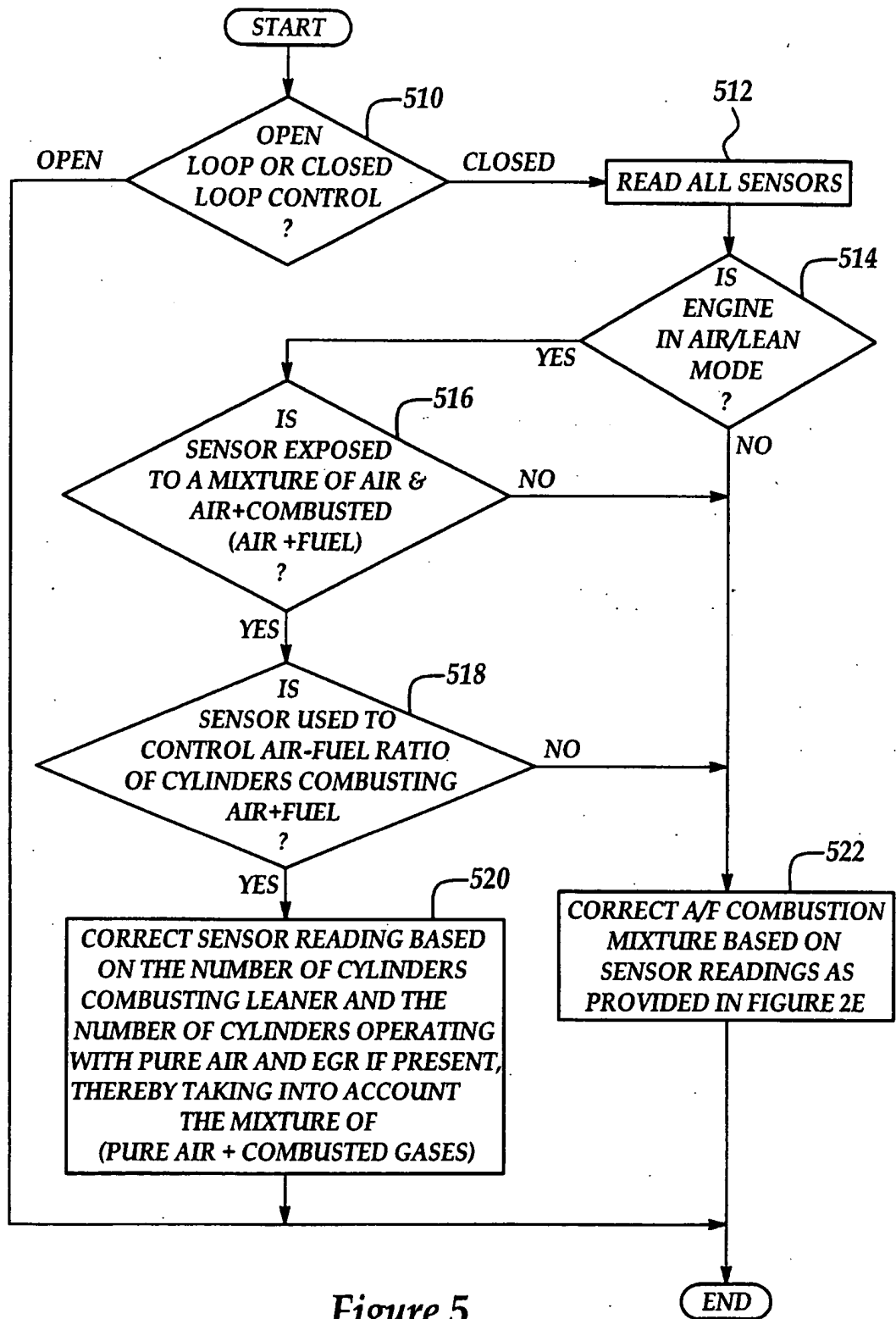


Figure 4D

Figure 5

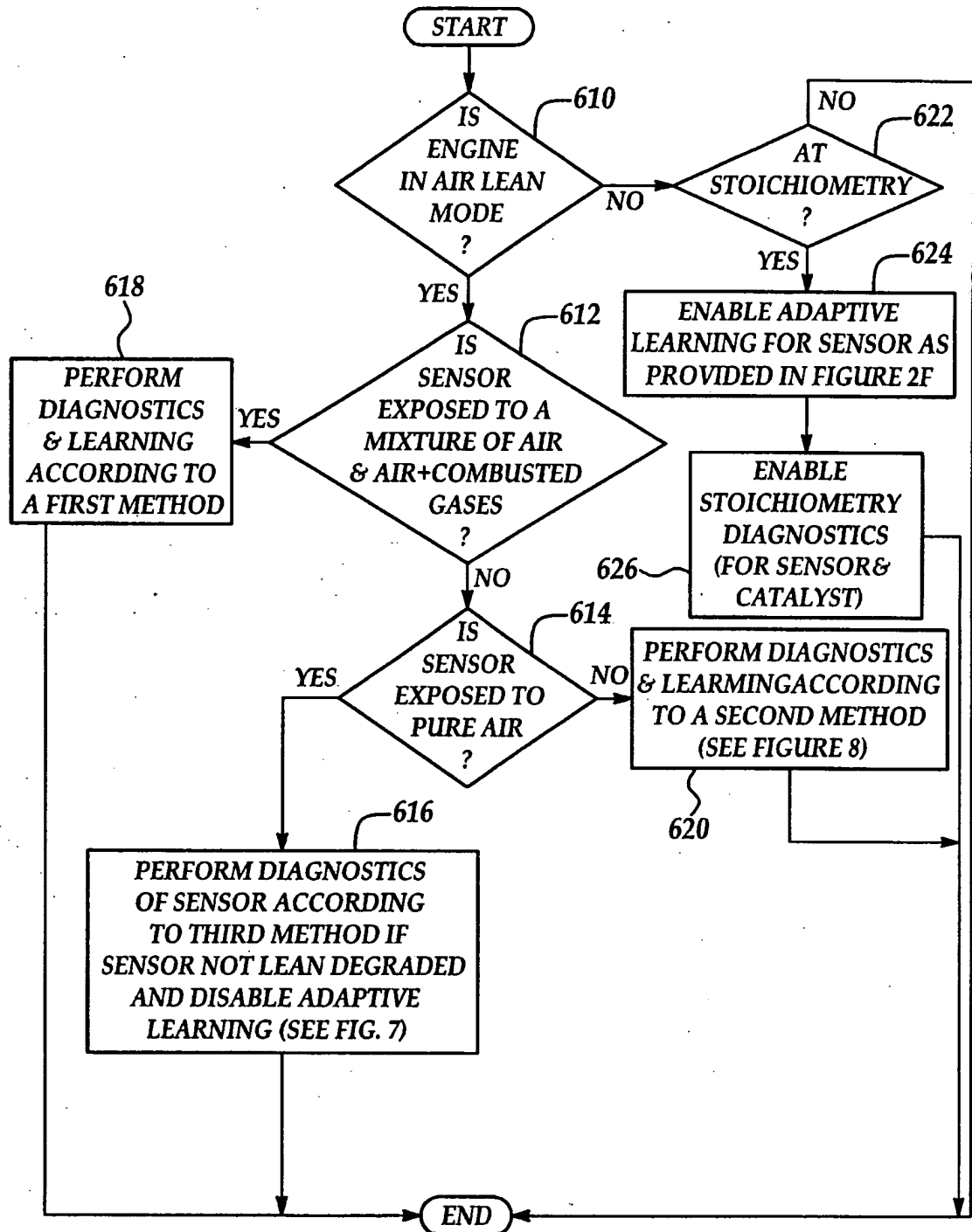


Figure 6

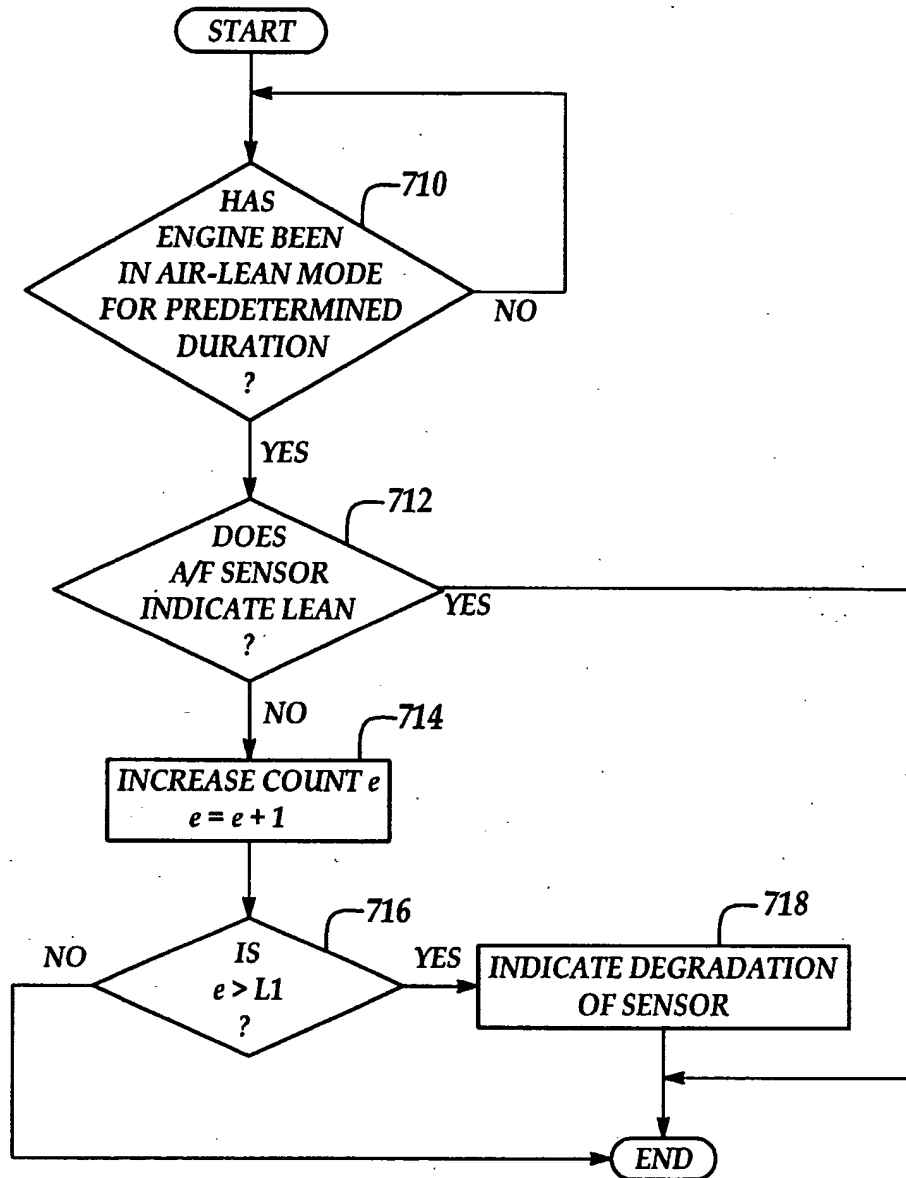


Figure 7

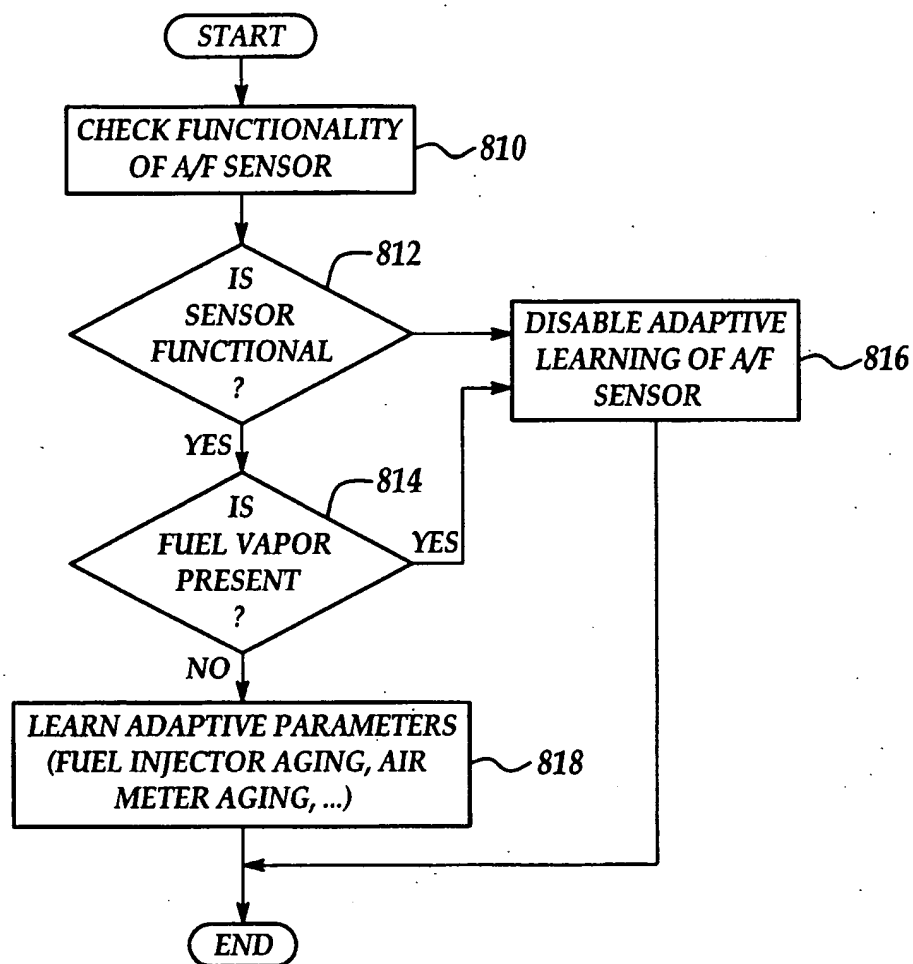


Figure 8

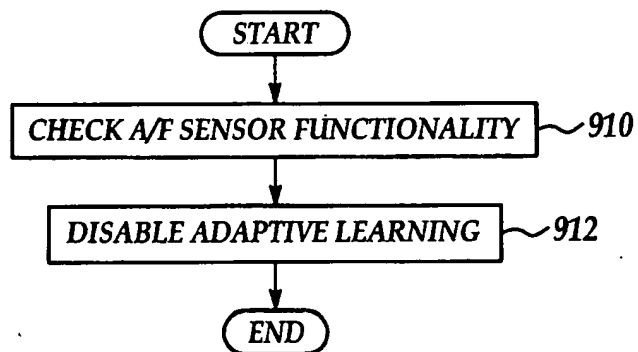
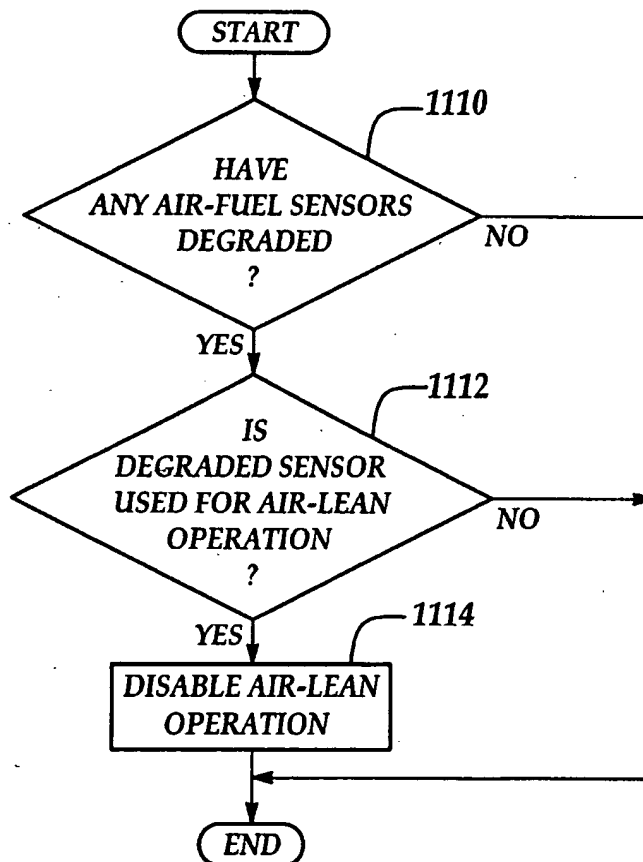
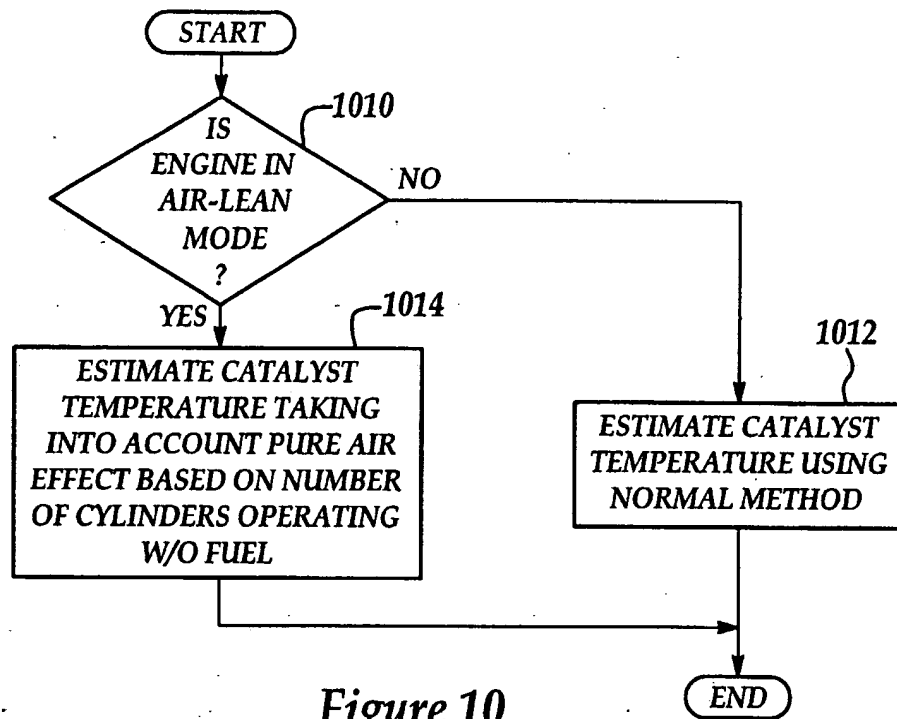
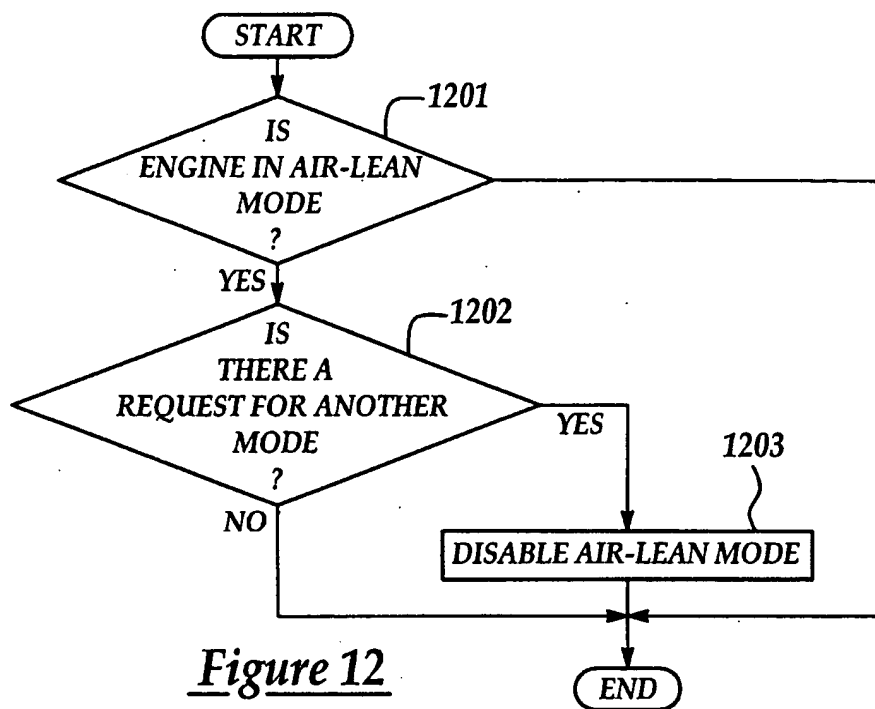
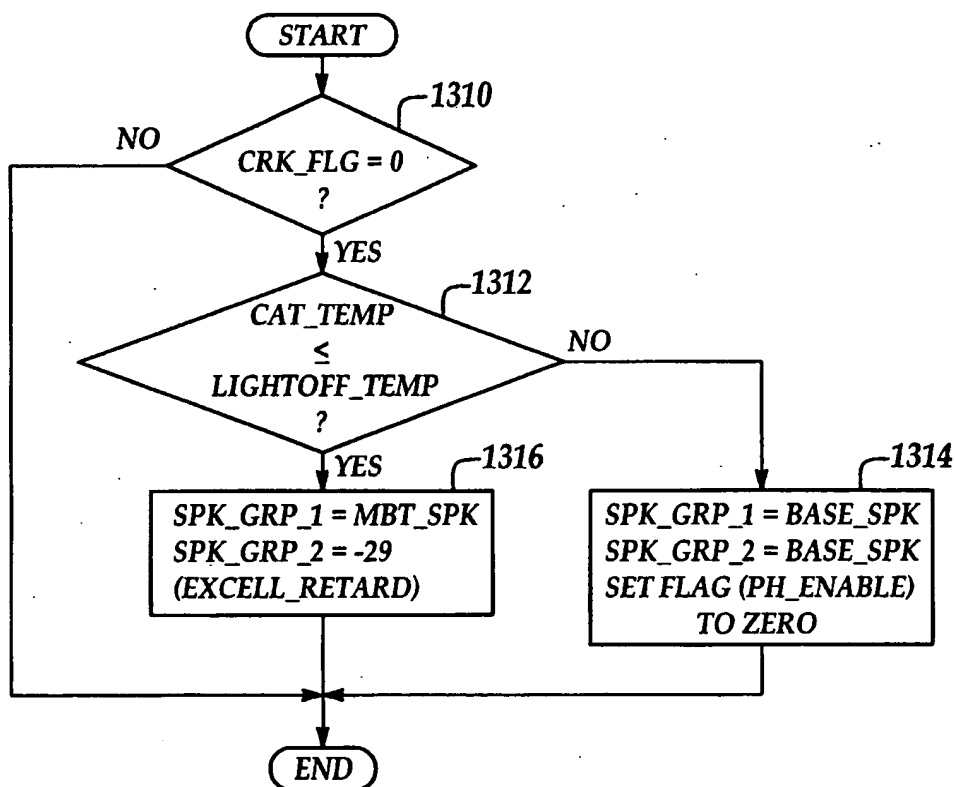


Figure 9



Figure 12Figure 13A

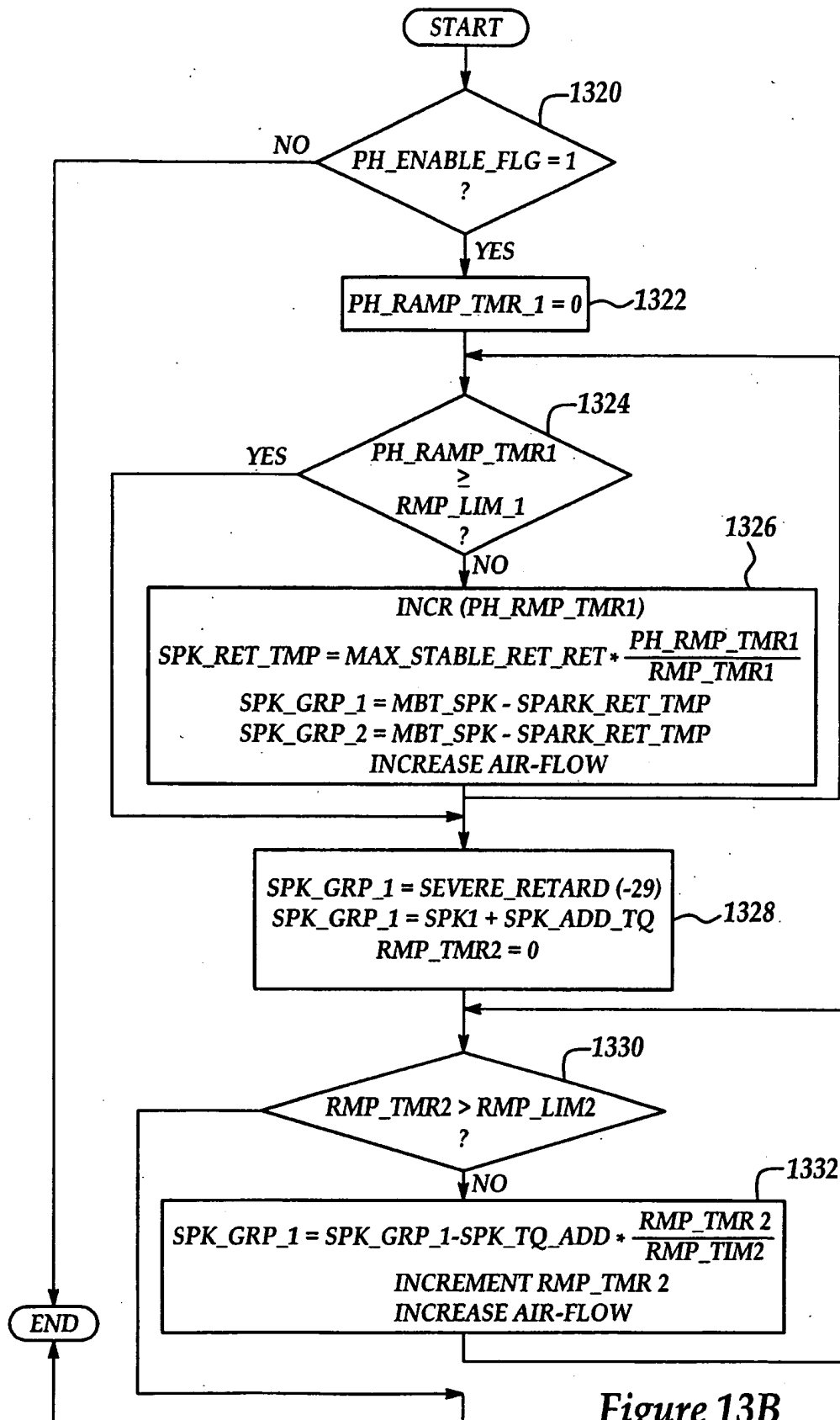


Figure 13B



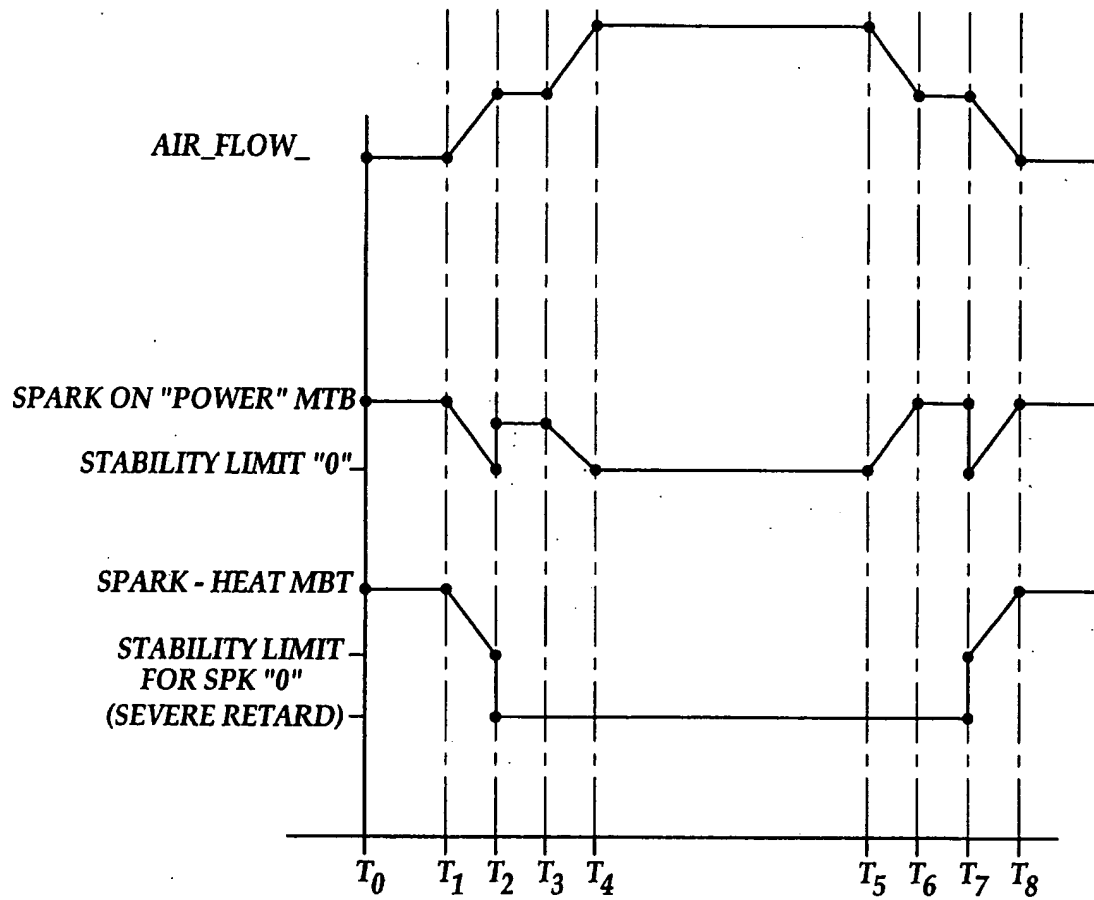


Figure 13C

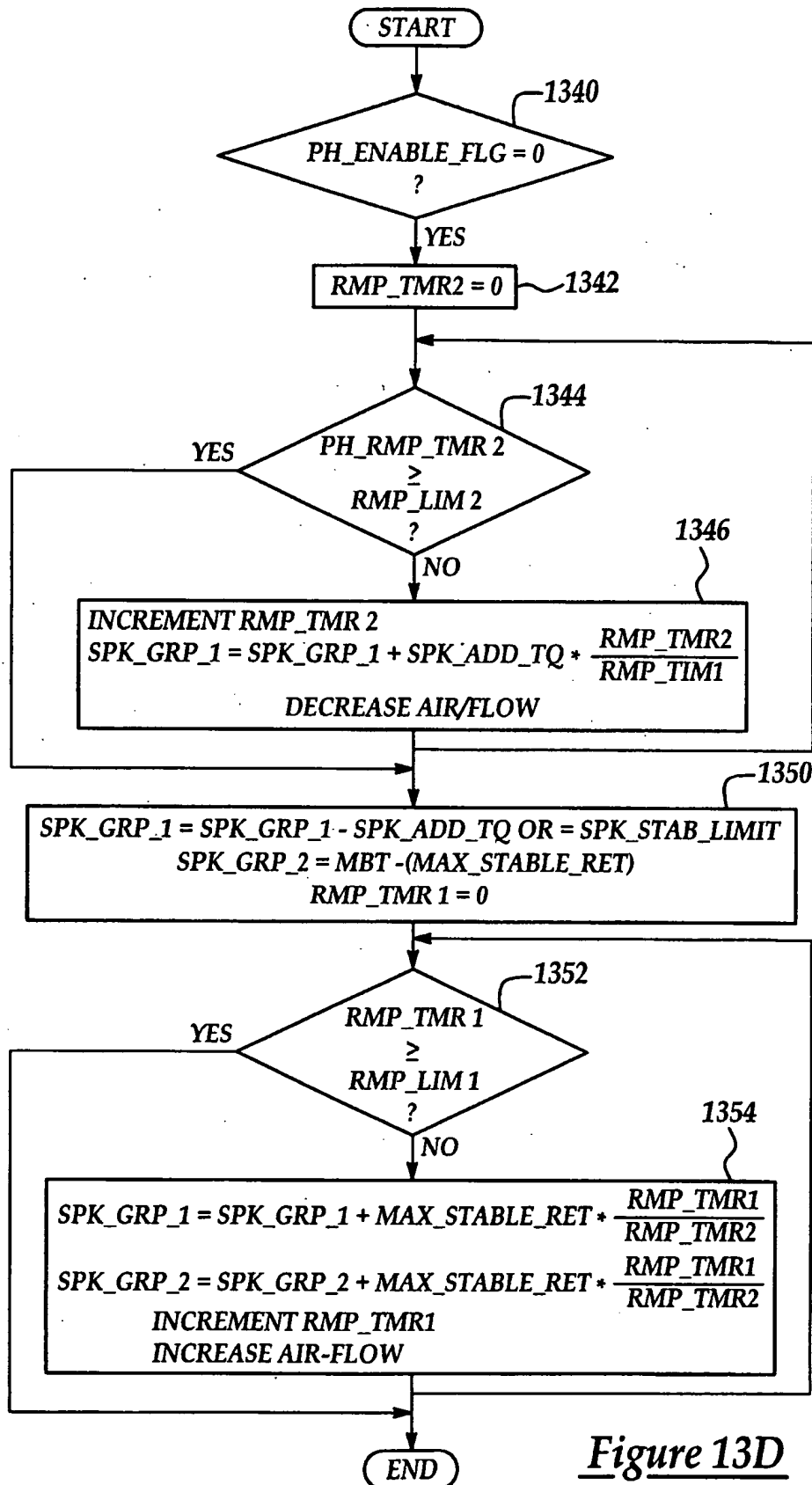


Figure 13D

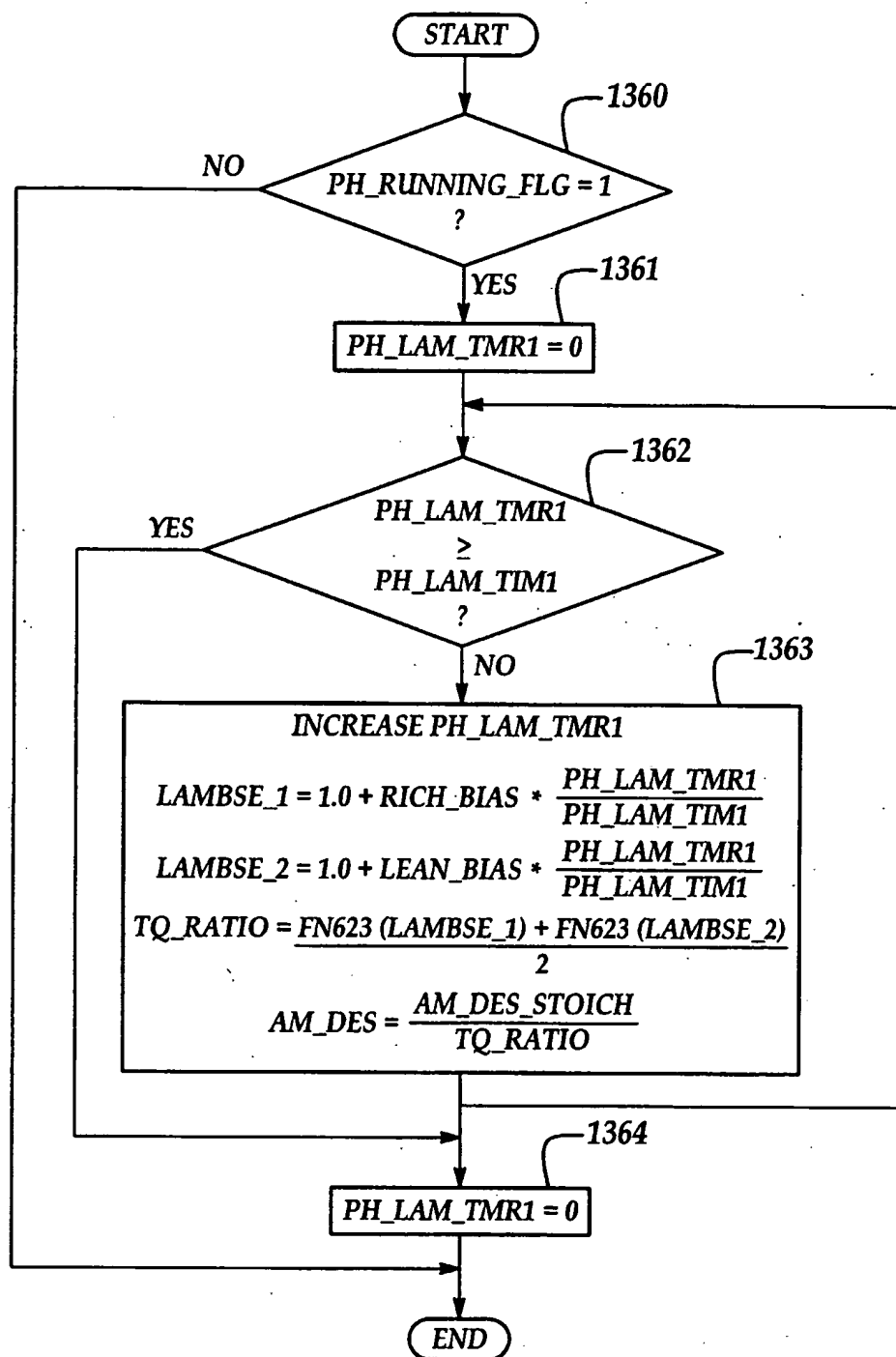


Figure 13E

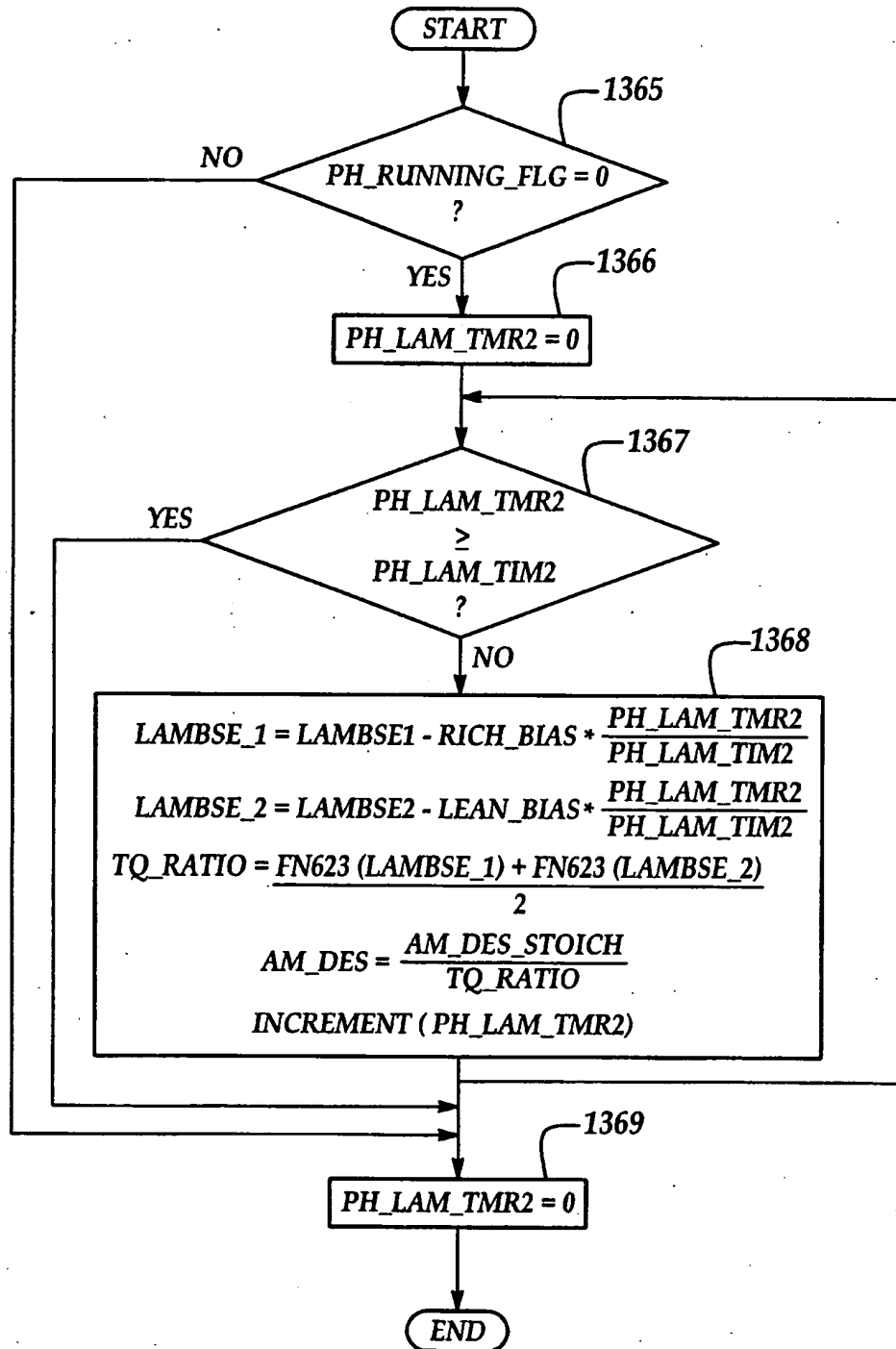
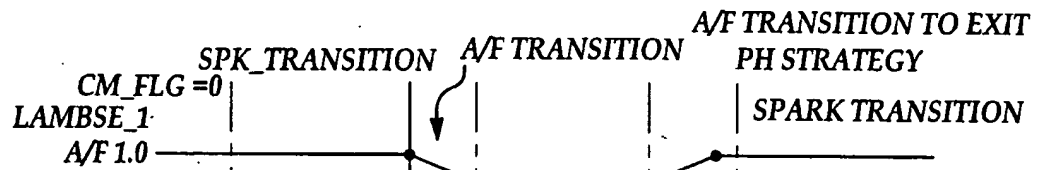
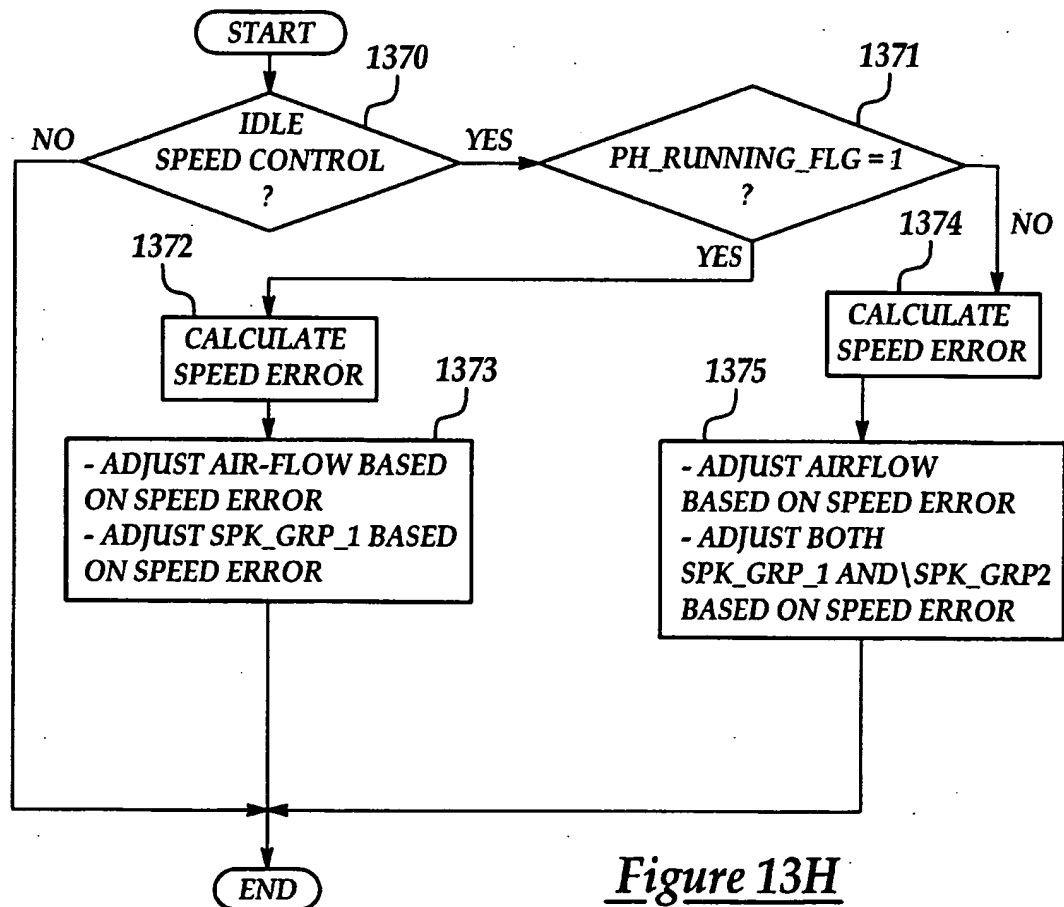
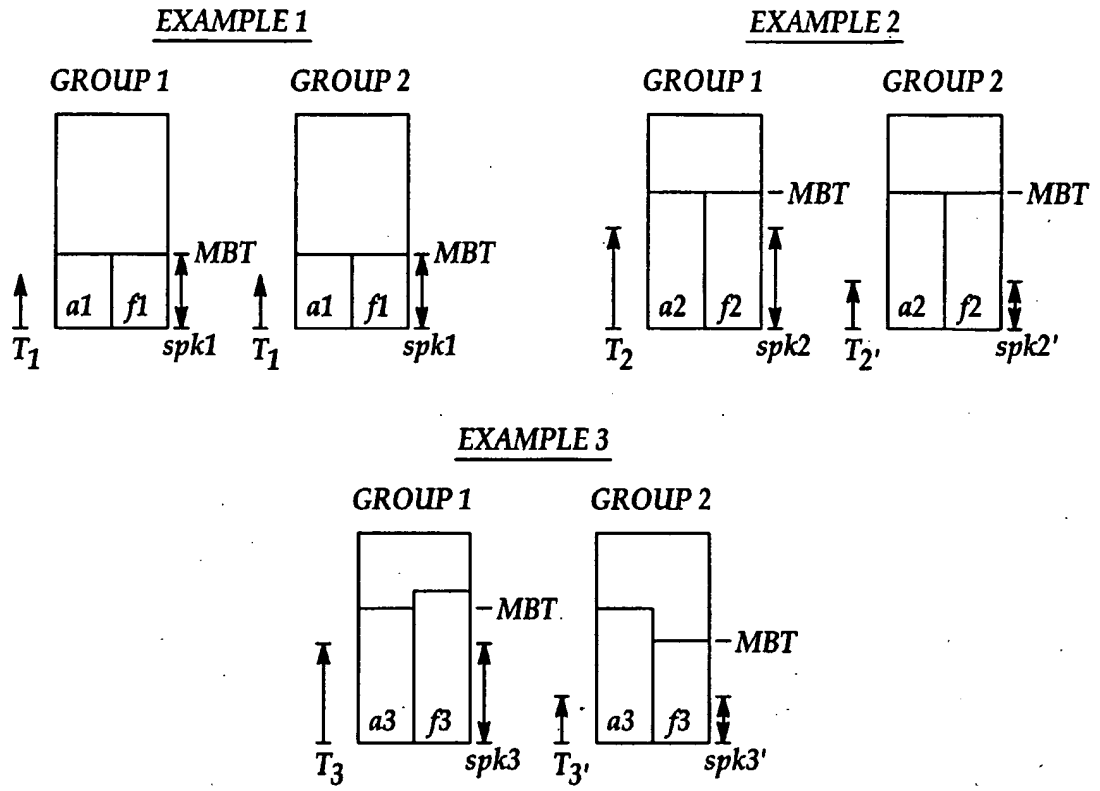
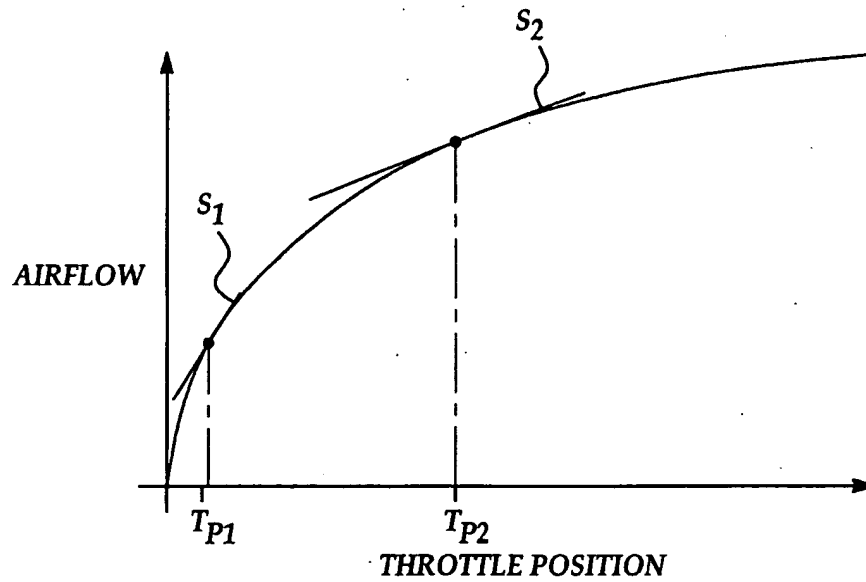


Figure 13F

Figure 13G(1)Figure 13G(2)

AIR-FLOW  
ADJUSTMENT

Figure 13G(3)Figure 13H

Figure 13IFigure 13J

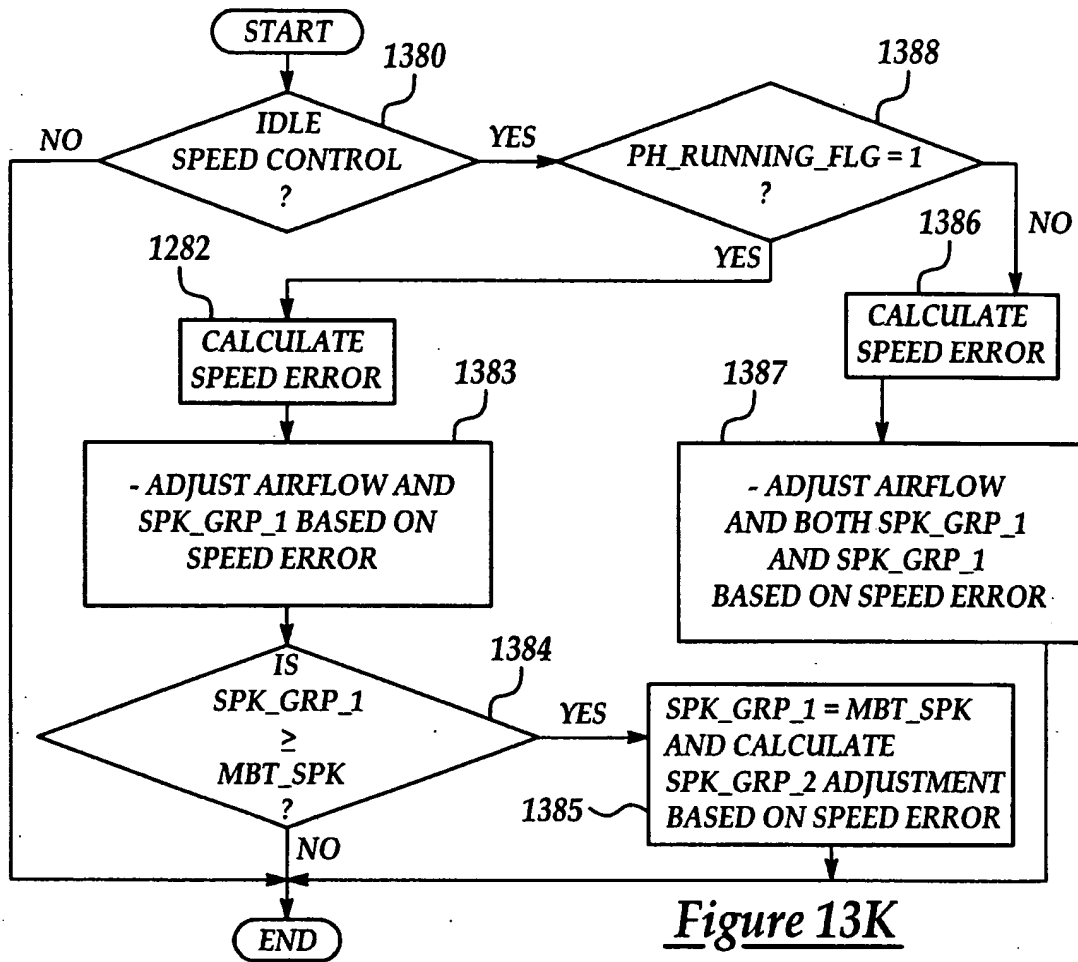


Figure 13K

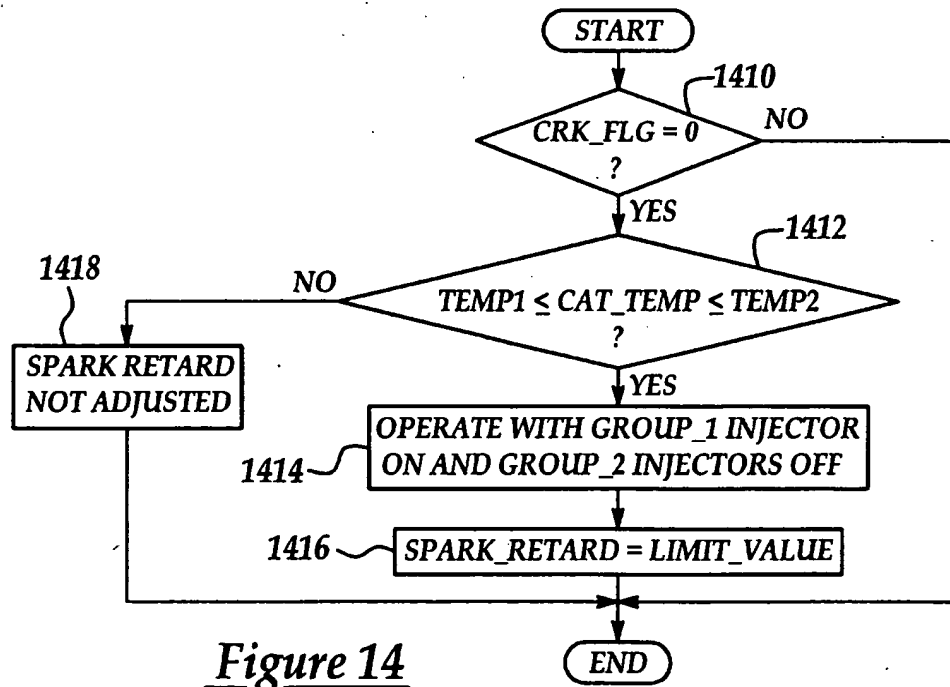


Figure 14

